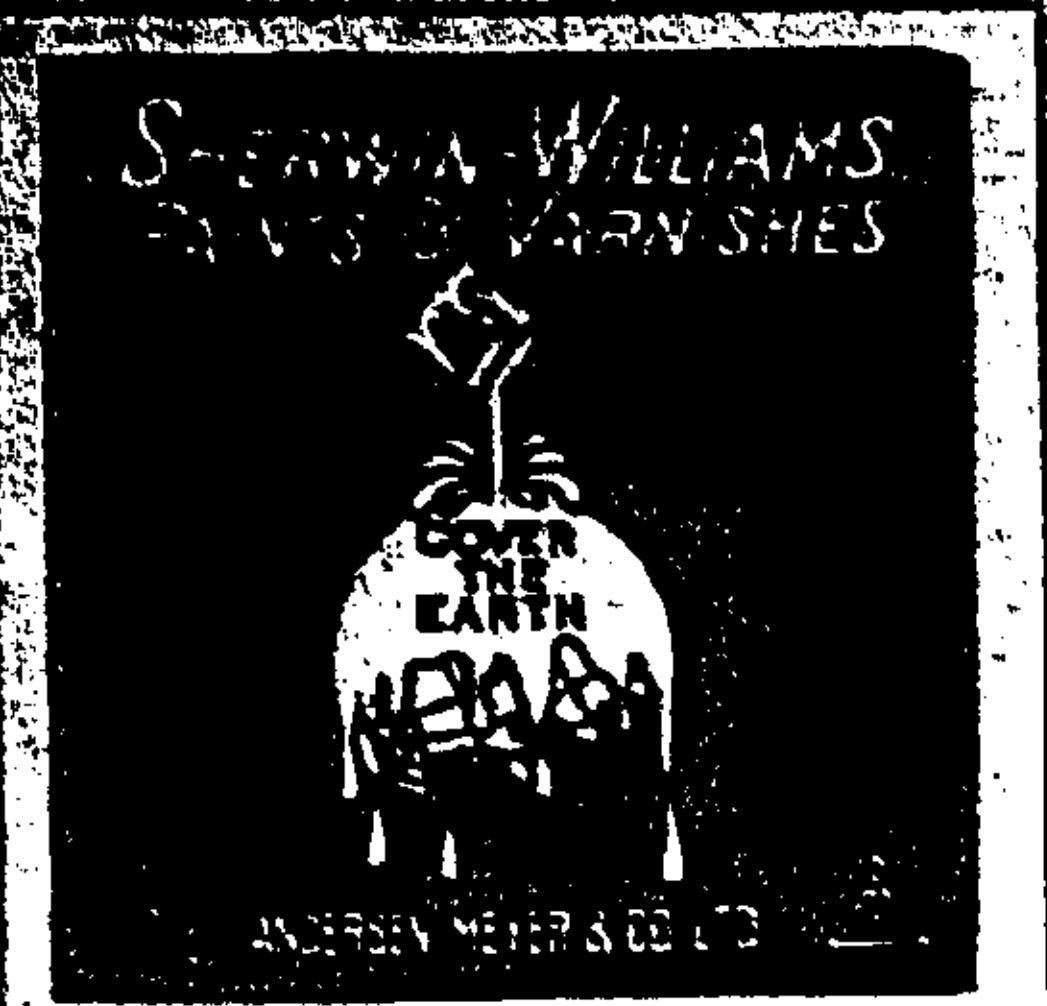




The Hongkong Telegraph

(ESTABLISHED 1881)

69154 三拜禮 號九月六英港香

WEDNESDAY JUNE 9, 1920.

日三廿月四 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

REUTER'S TELEGRAMS.

IMPERIAL PREFERENCE.

CONSIDERED UNNECESSARY BY HONGKONG.

OTHER COLONIES BEING CONSULTED.

London, June 7. In the House of Commons, replying to Capt. Wedgwood Benn, Colonel Leslie Wilson stated that an invitation to consider the practicability of Imperial Preference had been sent to all the Colonies and Protectorates except those precluded from doing so by international agreements or in which Preference is already enforced or impracticable. The replies so far received included Hongkong and Sierra Leone, both of which considered Preference unnecessary, and Cyprus, where legislation on the subject was being passed. Mauritius was considering the question.

THE IRISH OUTRAGES.

GOVERNMENT TAKES FIRM STAND.

London, June 7. In the House of Commons, replying to Mr. Donald, Mr. Lloyd George emphasised that the Government intended to take steps to bring to justice all persons associated with crime in Ireland. The Government in this connection had reorganised the Irish Executive and was strengthening the police, naval and military forces in Ireland. It would probably also be necessary to strengthen the law for dealing with crime. (Cheers.) The Government intended to put down the present organised campaign of murder and assassination.

MILITARY PATROLS BEARING FRUIT.

London, July 7. The new system of military patrols in Ireland is apparently beginning to bear fruit, as a communiqué from Dublin says that the intervention of a military patrol frustrated an attack upon constabulary barracks at Brosna, County Kerry. Six armed men in a motor car containing arms and ammunition were captured. A soldier at Tipperary was fired on and wounded. There were no arrests. A pilot at Queenstown refused to bring in a vessel conveying war munitions but the ship was berthed by the Harbour Master. Workers subsequently refused to unload and declined to hand over the crane, whereupon the lock was broken and the ship discharged, being protected by a guard of soldiers.

THE HANDLING OF MUNITIONS.

London, June 8. Munitions are pouring into Ireland. The Cork Harbour Commissioners refused to unlock the cranes for the transport and unloading of military lorries, whereupon soldiers broke the locks and began unloading. At Limerick, the workers refused to handle coal destined to the Constabulary, but constables unloaded it under armed escort.

OUR DAILY BREAD.

HOW ARE WE TO GET IT?

London, June 7. In the House of Commons, on the second reading of the Agriculture Bill, Mr. Griffith Boswain, Secretary to the Board of Agriculture, pointed out that before the war we only produced enough wheat to suffice from Friday night to Monday morning. For the rest of the week we depended upon foreign imports. We were agricultural week-enders. Production improved during the war and the Government was determined not to let agriculture slip back. It was undoubtedly cheaper to grow wheat in this country at present than to import it. Russia and Hungary were out of court. The whole question for the future was how we were to get our daily bread. The Bill might be called the Farmers' Charter, but it was introduced in the national interest to make the best use of our greatest national asset. The keynote of the Bill was security all round—security to the farmer by means of guaranteed price, security to the labourer by a minimum wage, and security to the State by giving it certain control of cultivation, so that the maximum amount of food might be produced.

LEAGUE OF NATIONS.

COUNCIL MEETS IN LONDON NEXT WEEK.

London, June 7. In the House of Commons, replying to Lord Robert Cecil and Capt. Wedgwood Benn, Mr. Lloyd George stated that a special meeting of the Council of the League of Nations would be held in London on June 14, on the application of the Persian Government, to consider the situation created by the Bolshevik occupation of Enzeli. Doubtless opportunity would then be taken to consider the dangers and difficulties in Central Europe.

A BRITISH WITHDRAWAL.

London, June 8. The Times correspondent at Teheran says that in order to avoid a repetition of petty incidents with the Bolsheviks at Enzeli, British troops have been withdrawn from Resht to Menjil. A Bolshevik force of 300 has entered Resht.

LEVY ON WAR WEALTH.

GOVERNMENT DISAPPROVES THE IDEA.

London, June 7. In the House of Commons at question-time, Mr. Chamberlain stated that after carefully considering the suggested scheme for a levy on war wealth in the Report of the Committee on War Wealth, the Government concluded that the dangers of such a levy altogether outweighed the advantages. It had therefore decided not to make proposals in that sense.

REUTER'S TELEGRAMS.

TRADE WITH RUSSIA.

THE NEGOTIATIONS WITH M. KRASSIN.

London, June 7. In the House of Commons, Colonel Gretton, moving the adjournment, asked the meaning of the negotiations with M. Krassin. He said the Russian Government was tainted with blood and violence and murders. Russia had not anything with which to trade with Britain. He ridiculed the stories of bursting Russian granaries. Moreover, the sum of £85,000,000, which it was suggested Russia held for payment of imports, was largely stolen gold, belonging to one or other of the Allies.

Col. Sir S. Hoare condemned the attacks upon the Premier. He declared the latter had two fundamental interests at heart—the need for goods and peace. Nevertheless, there would be an impression here and in France that if we accepted the Russian gold we should be acting as receivers of stolen goods.

Replying, Mr. Lloyd George said that the decision to trade with Russia was taken at Paris with M. Clemenceau in the chair and all the Allies represented. On that occasion they came to a unanimous decision that it was desirable to open trade relations. He declared that the Allies had acted in this matter upon evidence from anti-Bolsheviks, who were driven out of Russia but who were associated with the co-operative movement. Subsequently, the San Remo Conference passed a resolution expressing its readiness to discuss with M. Krassin the best methods of resumption of trade. It was upon this decision that negotiations were now proceeding with M. Krassin and by the assent of all the Allies. As regards available stocks in Russia, the Premier stated that the Poles had confessed that there were considerable quantities of wheat for export in Ukraine and Siberia.

Mr. Lloyd George said it was undoubted that there was grain, oil, flax, timber and other essential commodities in Russia. He ridiculed the argument that we cannot trade with Russia because we disapproved its Government, or on account of atrocities. He pointed out that we at one time disapproved the Government of Mexico but continued to trade therewith. We had not ceased to trade with Turkey on account of the massacre of Armenians. It was a new doctrine that people must approve the habits, customs and manners of a people before they could trade therewith. To urge such a view now was gross folly. They had to consider the whole situation. It appalled him to think what may happen unless they succeeded in restoring the world. The alternative policy was to say they would kill Bolshevism because it was an evil thing. That meant putting their strength and unaided into it. It would mean the loss of hundreds of thousands of men, and an addition of thousands of millions to the National Debt. He asked—Are you prepared to do that?

ANOTHER CONFERENCE.

London, June 7. There was a second meeting between M. Krassin and British Ministers to-day, lasting for two hours.

M. Krassin gave various answers to the Ministers' enquiries regarding prisoners and propaganda, but there are other matters to be settled.

A further meeting will probably be arranged. So far, the general impression is satisfactory.

A POSTAL AGREEMENT?

London, June 8. The Times understands that the Government is about to make a postal arrangement with Russia. The French are opposed to the agreement on the ground that it implies recognition of the Soviet Administration.

SERIOUS INCIDENT AT TABRIZ.

PERSIAN BOLSHEVISTS THE CAUSE.

London, June 7. It is reported that the Persian Democrats besieged the Consulate at Tabriz on June 4, demanding the surrender of the Persian Bolsheviks taking refuge there. Wustrow, the Consul, refused and machine-gunned the crowd. Thereupon, the Democrats brought up a gun, compelling negotiations. It later transpired that Wustrow had committed suicide, and that his successor has not yet handed over the refugees. Wustrow was expelled from Teheran during the war, and has since persistently been inciting Bolsheviks and Turks against the British.

JEWISH COLONISATION OF PALESTINE.

APPEAL TO JEWS THE WORLD OVER.

London, June 7. The Zionist World Conference meets at London on July 4, to deal with the colonisation of Palestine and the financing of it. The Conference will appeal to the Jewish people on behalf of a £25,000,000 fund, which it has been decided to raise from the Jews throughout the world.

THE SPA CONFERENCE.

MEETING NEXT MONTH.

London, June 7. Reuter's Agency learns authoritatively that it is almost certain that the Spa Conference will not meet before July. It is most probable that there will be an Inter-Allied discussion in London prior to the Conference.

THE EMIGRATION QUESTION.

London, June 8. Mr. William Windham, Government representative on the Overseas Settlement Committee, speaking at a colonisation dinner at the Lyceum Club, announced that a Bill would shortly be introduced appointing a Committee to deal with the question of emigration, but before women left the country they should be assured that settled employment was awaiting them overseas.

METROPOLITAN HOUSING SCHEMES.

London, June 8. The London Housing Bond campaign to raise £10,000,000 for Metropolitan housing schemes has been launched. The County Council has estimated that 50,000 houses are required immediately and 150,000 are ultimately required.

REUTER'S TELEGRAMS.

U. S. REPUBLICAN CONVENTION.

BIG ROSTER OF CANDIDATES.

Chicago, June 7. There is a formidable roster of candidates for the Republican National Convention to-morrow, which promises to open with no decisive advantage for any Presidential aspirant. There is the greatest uncertainty with regard to the Convention's potential choice.

General Wood is now credited with 124 delegates and Senator Johnson with 113, with Mr. Hughes, Mr. Loosen and others as possible compromise candidates.

Possibly the final choice will depend on agreement between the party leaders.

De Valera is here urging the adoption of a declaration in the Republican party platform favouring the freedom of Ireland.

BRITISH FLAG BURNED IN AMERICA.

APOLOGY TENDERED TO EMBASSY.

Washington, June 7. The Secretary of State has apologised to the British Embassy for the burning of a British flag by lady sympathisers of Sinn Fein.

THE BERLIN ELECTIONS.

SOME OF THE SUCCESSFUL CANDIDATES.

Berlin, June 7. Those elected so far in the Elections include: Democrats—Herran Dernburg and Haussmann. Majority Socialists—Dr. Schridemann, Herr Eduard Bernstein and Minister Bauer. The People's Party—Herr Helfferich. Independent Socialists—Fran Zieta and Georg Ledebour. Herr Erzberger's election is regarded as assured. Count Bernstorff has been defeated.

CENTRE PARTY'S DECLINE.

Berlin, June 8. The papers draw attention to the remarkable decline in the Centre Party votes in the Rhineland, hitherto one of the chief strongholds. The Party lost 44,000 votes in Cologne and 11,000 in Düsseldorf. The Independent Socialists gained tremendously in the industrial region, while the Majority Socialists lost half the electors. The Independent Socialists at Cologne increased their vote from 4,000 to 30,000.

THE LATEST FIGURES.

Berlin, June 7. The state of the parties at 6 p.m. to-day was:—Majority Socialists, 68; Independent Socialists, 47; Democrats, 25; Centre, 35; People's Party, 34; Communists, 1.

INTERNATIONAL COTTON CONGRESS.

IMPORTANT MATTERS TO BE DISCUSSED.

Berne, June 7. The Tenth International Cotton Congress is being held at Zurich from June 9 to 11. This is the first meeting since the war. Fourteen States will be represented. The principal discussions will be on the exchange problem, the assistance of the cotton industry by scientific research, the institution of an international tribunal for the cotton industry and labour legislation.

U. S. DEBTS TO ALLIES.

BIG SUMS PAID OFF.

Washington, June 7. The War Department announces that claims against the United States paid to the Allies amount to \$893,716,000, including \$748,392,000 to France and \$112,997,000 to Britain, against which the United States has disposed of surplus war material abroad amounting to \$832,923,000.

A BOLSHEVİK REVERSE.

Warsaw, June 7. A communiqué states:—Between the Dvina and Borysoff, our counter-offensive is developing very satisfactorily. The Bolsheviks are retreating in disorder, leaving considerable prisoners and material. Desertions from Bolsheviks are increasing. Bolshevik attacks on the bridgeheads at Kieff were severely repulsed.

FRENCH PRODUCTION REVIVING.

Paris, June 7. The Herald states that French production is rapidly climbing towards prewar levels. For April, the imports from America dropped from 14,500,000 francs (the total for the same month in 1919) to 5,500,000. The total imports for the last ten months showed a decrease of 503,000,000 francs, as compared with the previous ten months. There was a proportionate increase in the country's export.—Havas.

THE FIGHTING IN MOROCCO.

Paris, June 7. A despatch from Casablanca says French flying columns from Meknes and Zedla secured a success by the capture of Magnanelli Ridge and the consequent surrender of the Zaiin Tribe, living in 2,500 tents, in the region.—Havas.

(Continued on page 4.)

THE DOLLAR.

A PHENOMENAL DROP.

Once again the sterling value of the dollar is coming down with a rue. Last Thursday the demand rate was 4s. 13½d., whilst the opening rate this morning was 3s. 8½d. and later in the day it fell to 3s. 6½d. There has thus been a drop of 7½d. in five days.

The decline began to set in on Friday last, when the demand rate was 4s. 11½d. By Saturday, it had dropped to 4s. 0½d.; on Monday the figure was 3s. 11½d., and yesterday the closing rate was 3s. 10½d. The difference between the closing rate yesterday and to-day is 3½d.

The cause of the big drop in the price of silver this morning, as we understand, is that the Washington Government has declined to buy melted silver, which has been sent over from the Continent, contending that the Government will only buy silver that has been produced from mines in the United States. All this silver has therefore been dumped on the London market, and in the absence of any support from China and India the rate for bar silver declined 6d. China's visible stocks of silver are enormous, and in the absence of any export trade it is not likely that she will figure now in the silver market as a buyer. It is believed that India will come in soon as a heavy purchaser, for that country cannot secure a more opportune moment for replenishing her silver reserves.

DRAGON BOAT RACES.

THE YEAR'S ARRANGEMENTS.

Crews representative of the Aberdeen, Yau-mai, Kowloon, and Quarry Bay districts will participate in the Dragon Boat Races which will be a feature of the Chinese 5th moon festivals this year.

There will be an unusually large number of dragon boats for the events, which are fixed to take place on the 19th and to continue on the two following days. A great deal of excitement for spectators is promised, each boat being manned by as many as 30 men. The course will be between Kowloon Docks to North Point and Quarry Bay, and there will also probably be races at Aberdeen, in accordance with custom.

The actual date of the Dragon Boat Festival this year is Sunday, June 20th.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 6½d.

THE WEATHER.

Forecast:—Fine. Barometer:—29.86. Temperature 2 p.m.:—78. Humidity 2 p.m.:—92.

CHINA HONOURS CAPT. ROBERT DOLLAR.

Peking, May 29.—Capt. Robert Dollar, president of the Robert Dollar Company, has been awarded the second class Chia Ho decoration by Presidential mandate. This decoration is the highest given to foreigners by the Chinese Government and signifies their appreciation of his services on behalf of Chinese business.

DON'T FORGET.

TO-DAY

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

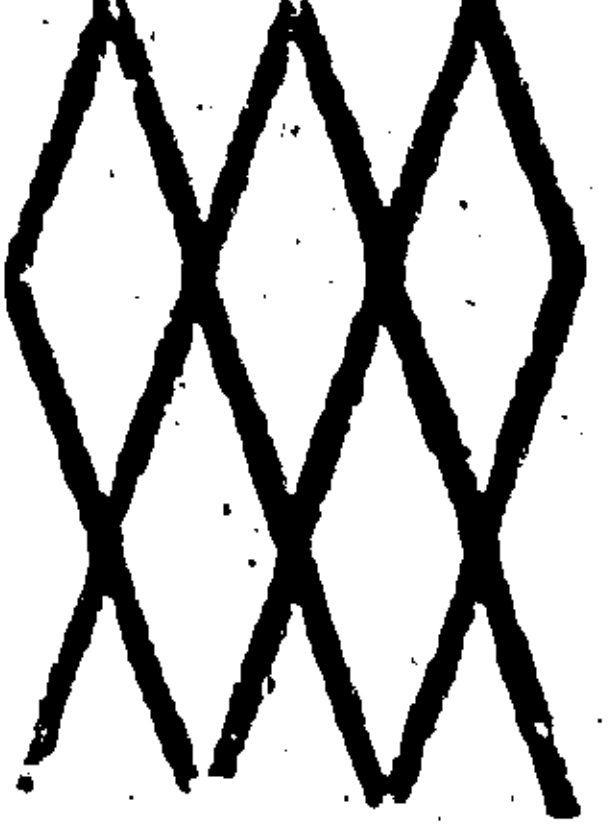
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

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SANITARY ESTIMATES.

DR. OZORIO'S POINTED SPEECH.

The fortnightly meeting of the Hongkong Sanitary Board was held at the Board room yesterday afternoon. Mr. G. R. Sayer presided and there were present: Hon. Mr. E. R. Hallifax, Hon. Mr. C. G. Alabaster, Col. Humphrey, Dr. W. W. Pearce (Medical Officer of Health), Dr. W. V. M. Koch, Dr. F. M. G. Gaborio, Mr. S. W. Tso and Mr. C. M. W. Reynolds (Secretary).

The President, moving the adoption of the report of the sub-committee appointed to consider and report on the proposed changes to be incorporated in the Estimates of the Sanitary Department for 1931, said: My proposal and the report of the sub-committee have been in your hands for some time, and I hope do not require very much explanation. There are, I think, three charges I propose.

The first is an increase in the scavenging personnel to keep pace with increased building in Hongkong, and with our widening sphere of activity in Kowloon. The recommendation is for an increase of fifty scavenging coolies. As members know, we have established branch offices at Shamshui and Kowloon City this year for the first time. We have intentionally moved very slowly indeed in these new districts, but next year we propose gradually to tighten the reins and to enforce our regulations.

The second recommendation is one which comes directly under the control of the Government and involves the incorporation of a new principle to cover the promotion of Sanitary Inspectors. I feel justified in putting forward this recommendation and have received considerable support from the members of the sub-committee. The necessary qualification for appointment is the possession of two Chinese certificates and a Sanitary Institute certificate. The original recommendation was that the Inspectors should be able to be appointed to the first class after six years' service; but the sub-committee recommended that the period of service should be five years. I feel justified in commending this to the Government in view of the special nature of the Sanitary Inspector's work. If we get men with the necessary qualifications I think that we are entitled to look forward to a special time when they will be able to get into the senior class.

The third recommendation concerns the disposal of refuse in the Colony. It has become necessary to provide some quicker means of carrying refuse from the City of Victoria. Members are aware that at present we dispose of all refuse from Victoria and Kowloon by dumping it at Kau I Chau Island. It is a system open to some objections. There is the nuisance of floating refuse. The original proposition provided for two additional lighters and one new towing steam launch. I propose as an alternative that the towing steam launch in the Kowloon Peninsula be brought to Hongkong and that the Kowloon Peninsula, which is suitable for motor traction, have one with trucks. We have also to consider that with the present price of coal these launches will be very expensive; besides the refuse is exposed in rough weather. The alternative we suggest is to dump the refuse on a convenient foreshore which is above high water and behind a protecting mole, with a view to reclaiming in future. For this purpose too a number of coolies will be required.

The refuse of Kowloon can be collected by a motor tractor and tipped over into the dump. If it is possible to obtain sufficient depth of water for a lighter from Hongkong to get alongside at the dump, saving can be effected and it is hoped that ultimately when the stuff has time to solidify it will be of use as a foundation for the reclamation scheme.

The total additional expenditure will cover something like \$100,000, but I think you all realise that I am only asking for a bare necessity. We have no knowledge whatever where the money is coming from to pay for these things, and personally I should very much like to see permanent buildings at Shamshui and Kowloon City.

URGENT NEEDS.

Dr. Ozorio: It was once impressed upon me by an official member that the Board's powers were purely advisory. If that is so I would ask your permission to offer through you some advice and criticism to the Government. I have had the Estimate for the year in my hands for over a fortnight, and after a careful study I find that its aims are more ambitious than commissions. Although some of the suggestions I am about to make may not appear wholly to this Department, yet, they being subjects of interest to the public health of the Colony, I hope I will be pardoned if I trespass at times on the functions of our senior and more august body, the Legislative Council. I refer to the building of an ante-natal clinic, a lying-in hospital, a foreign hospital on the Kowloon Peninsula, a sanatorium for tuberculosis patients on Dumb Bell Island, the appointment of a full-time Tuberculosis Officer and a full-time School Medical Officer. In these days, with theories of "babies and more babies," it is indeed with regret and consternation that I view the apathy of the Government toward the mother and the child who is the father of tomorrow. In most countries an ante-natal clinic is a "sine qua non" and many mothers and children are saved yearly from the dangers of such highly dangerous diseases as eclampsia and placenta praevia. At present the medical inspection of schools is far from being ideal and at most it is a haphazard affair, and even then I understand the day scholars are not looked after. The appointment of a Government School Officer will not only do away with the eye and tooth troubles so prevalent in all schools but will also be a great check to the spread of such contagious diseases as measles etc. Nowadays a man who is diagnosed as suffering from tuberculosis by his medical attendant receives it with much the same feeling as a murderer hears his death sentence. If the dangers of this white plague can be mitigated in England by the appointment of tuberculosis officers and the establishment of sanatoria, Hongkong must follow her example.

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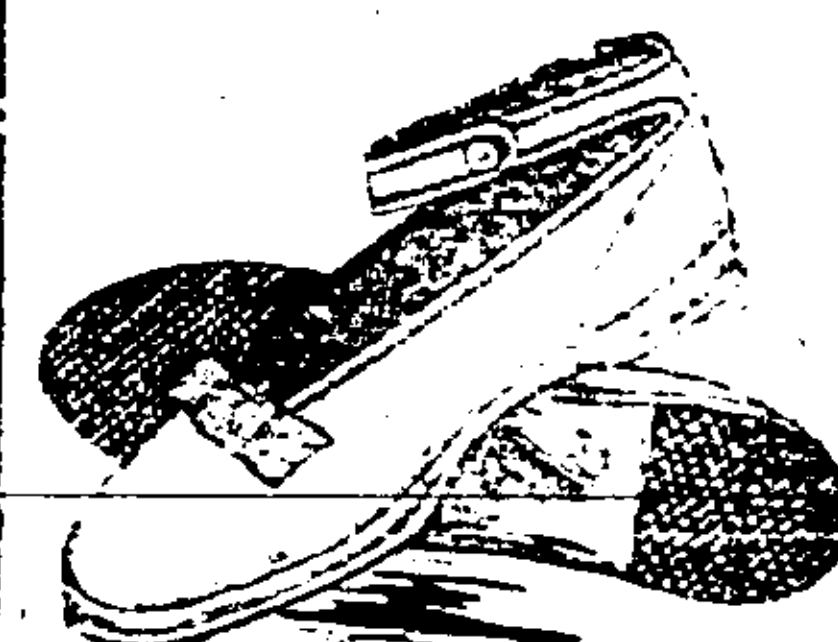
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AMATEUR DOCTORING.

PUBLIC NEGLECT OF PHYSICIANS.

Speaking at a meeting of the Huastrian Society on "The Position of the General Physician in Medicine," Sir Bruce Bruce-Porter said that he would divide medicine into preventive, diagnostic and curative. Preventive medicine had been demonstrated in the highest degree in the war. We had seen war carried on in countries which had hitherto been death-traps for armies with a smaller death-rate from disease than that prevailing at the same time among the civil population at home. The field of preventive medicine was mainly that of the public health officer, but he in turn must depend upon the diagnostician for early notification and I would like to see added to our Estimates provision for the installation of the water-carriage system in all of them.

The adoption of the sub-committee's report was seconded by the Hon. Mr. Alabaster and carried unanimously.

Other business of the meeting included the appointment of Sergeant H.E. Strange of the R.A.M.C. as Sanitary Inspector, and Mr. S. P. Leigh as a second class Sanitary Inspector.

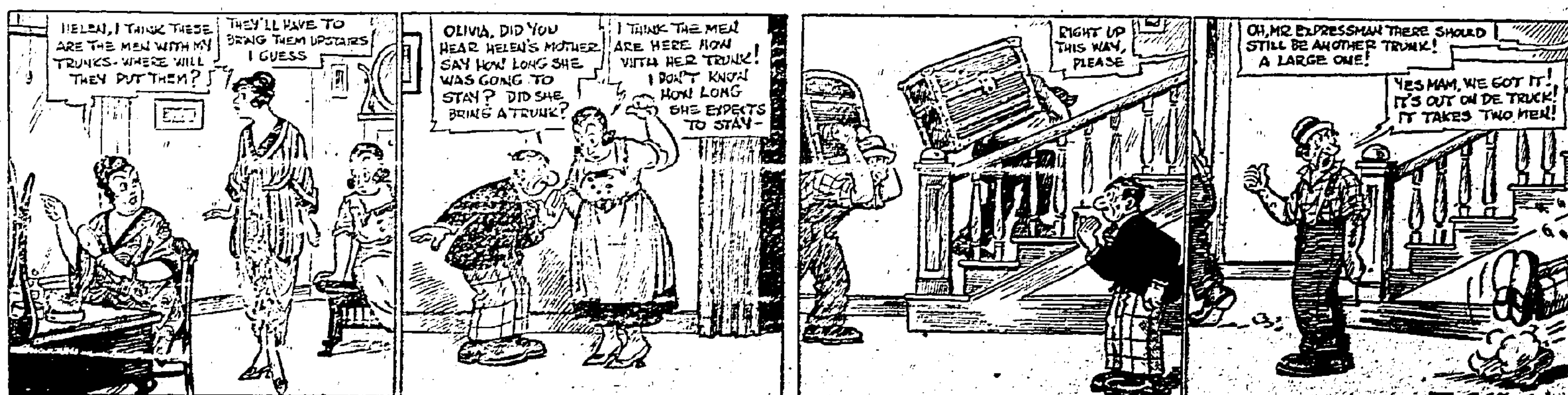
tion of disease of a preventable and infectious nature. The curative branch was the least important of the three. Many medical ailments at present got well in spite of the physician and his drugs, and they had all lived long enough in medicine to see many vaunted specifics proved of no value. The most important thing was correct and early diagnosis.

The public was to blame, he added, for much that it suffered at the hands of the profession. It valued the services of the physician too lightly, and, while it would never dream of trying to regulate its own or its neighbour's watches, it practically never consulted a doctor until its own idea of treatment had been tried and had failed. If any ordinary man were to buy a property he would not risk a faulty lease by dealing with it himself or by asking a non-professional man to do so for him, yet the same man would risk the loss of his life by allowing his non-medical friends to diagnose and treat his complaint. Again, the ignorance of the public in matters relating to health was very great, and the doctor was expected to make a diagnosis and to treat the case in the penny-in-the-slot fashion. The public could realize that a small thing, such as a cough, might be due to many causes.

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THERAPION No. 14

THERAPION No. 15

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STATE AID FOR FLYING.

FINANCE OF AERIAL TRANSPORT.

Major-General Sir Sefton Brancker delivered a lecture to the Royal Aeronautical Society recently at the Royal Society of Arts, on "Aerial Transport from the Business Point of View." Major-General Sir F. H. Sykes, Controller-General of Civil Aviation, presided.

Sir Sefton Brancker said that aerial transport operations could be divided into three distinct categories—regular express service, irregular express service, and aerial survey. Each of these categories required different equipment, handling, and organization. Regular services, to be of real value to the public, should be very much faster than any other means of communication and must run to time. Aircraft with a speed of at least 110 miles per hour were essential, and flights must be carried out practically regardless of weather. Weight-carrying power must be sacrificed to speed, the personnel employed must be highly efficient, and to get all this, rates must be high.

A service on these lines properly organized in comparatively short stages should average 100 miles an hour day and night. Of this the London-Paris service was a good example. Airlines operating over longer distances could fly more slowly, and Air Commodore Maitland had estimated the speed required at 60 miles per hour. At present the aeroplane was essentially a short-distance vehicle; long distances, on which no stop was to be made, were for the airship with its greater lifting power. The two types were not rivals, except for the money necessary to develop them.

The lecturer then went on to discuss the question of the reliability of the aeroplane, and said that unreliability resulted from personal error, failure of material, or weather conditions. He cited, as an argument against the charges of unreliability, performances on the London-Paris route, and said that out of 490 flights scheduled only 14 had been interrupted by mechanical defects. A fast powerful aeroplane could fly through almost any wind so long as it could be got off and landed. Climatic conditions could be met in almost any part of the world by using specially designed or modified types of aircraft or by carrying lighter loads in certain conditions, and by ground organization. Rapid weather reporting was going to be the very life-blood of the industry.

THE FINANCIAL SIDE.
Passing from a consideration of the two schools of thought in aerial navigation and emphasizing the importance of directional wireless and the question of lighting in fog, the lecturer examined the financial side of his main consideration. Unfortunately at this moment of financial uncertainty, he said, the men who had the money which could tide aerial transport over its early troubles were being tempted by high profits in merchandise and wanted to keep their capital liquid. Aerial transport was perfectly useless from a commercial point of view unless it could be made to pay.

Assuming a service of three machines a day between London and Paris, there would be wanted to provide a sufficient reserve on the ground and to cover machines under repair 14 aeroplanes. He would suppose they were going to use single-engined machines, having a speed of 110 miles an hour and carrying a ton of goods or eight passengers. Such a machine actually existed. The capital costs involved would, roughly, be—

Fourteen aeroplanes with engines at £5,500	£77,000
Spare engines	10,000
Other spares	20,000
Transport vehicles, tools, &c.	9,000
Working capital	10,000
	£140,000

The ground costs would cover aerodromes and shed accommodation, weather reporting, communications and transport, basic pay of pilots, pay of personnel, perhaps insurance, interest on capital. Assuming that each of the 14 aeroplanes flew 300 hours in the year and counting the trips to Paris as 2½ hours including test flights, etc., that represented 4,200 hours flying, or 1,680 trips. Reckoning on six trips a day three each way, the year. The costs were—
Fuel for 4,200 hours £21,000
Depreciation at 50 per cent. 45,500
Insurance at 20 per cent. 18,000
Pilots' bonus at 10s. per hour 2,100
£86,600

(One thousand six hundred and eighty trips made the cost £78 10s. a trip, or for merchandise carried over the specified route 8½d. a lb. and £9 15s. a passenger. At the present rate, of 2s. a lb. and £15 15s. a passenger, given a full load, the service would be earning £224 per trip, of £376,320 per year if goods only were carried, and £300,000 a year if mixed cargoes were carried—always presupposing a full load.

After discussing at what rates service might be run and with what reduction in loading in order to earn a sum on which to "break," the lecturer turned to the questions of depreciation in machines and engines and to insurance.

MAIL SERVICE COSTS.
With regard to the carriage of mails by an aerial service, there were three methods that might be employed, he said—namely, guaranteed load, special contracts, and aerograms. He worked out a rough estimate of the cost of running a mail service from Karachi to Constantinople, which he considered was a far better proposition than the Karachi-Cairo route recommended by Lord Weir's Committee last summer. He calculated that it would involve at the very most a total annual expenditure of £140,000, which could be reduced with lower insurance and depreciation. If they counted on each machine on that service flying 300 hours in the year, calculating depreciation at 30 per cent. and insurance at 10 per cent., and if the overhead charges were reduced by 15 per cent. the service could be run at 3s. 3d. per mile, and at 4s. a mile it would make a profit.

On the question of subsidies there were three possible forms a subsidy might take—a rate per mile flown, a percentage on weight carried, a guaranteed minimum load. The first was the simplest, and a suggestion on that line, based on speed and carrying capacity, had been put to the Air Ministry by the Society of British Aircraft Constructors. It had the disadvantage of helping efficiency and inefficiency alike; but it was the form of subsidy most likely to encourage and increase flying generally. The second was rather on the lines of the Biblical principle, "To him that hath shall be given," simply meaning that the Government paid part of the cost of the load and so enabled aerial transport companies to carry for the public at lower rates than otherwise could be quoted. The third was the most limited, but also the least repugnant to the subsidy-hater. The Government guaranteed a minimum load of mails to a selected air service on an approved route; for example,

PREMIER AND BISHOPS.

AMUSEMENT IN CONVOCAATION.

The appointment of Dr. Hensley Hanson to the See of Hereford gave rise to considerable feeling on the part of some sections in the Anglican Church. As a result, a movement was commenced to secure for the Church the power of appointment to bishoprics, and at the last group of sessions a resolution was adopted asking the Prime Minister to consult the Archbishops in respect to Crown nominations for the higher ecclesiastical offices.

Recently in the Upper House of Convocation, the Archbishop of Canterbury read Mr. Lloyd George's reply.

Mr. Lloyd George pointed out that it had been his invariable practice to invite the Archbishop's counsel, which he had always given upon all important appointments in the Church. In regard to all the higher appointments, he (the Premier) had also sought the opinion of a number of prominent Churchmen representing all shades of opinion. Mr. Lloyd George concluded:

"You do not ask for—and I could not assent to—any action which would derogate from the well-established responsibility which rests upon Ministers of the Crown in respect of the advice which it is their duty to tender to His Majesty—but in seeking the benefit of your co-operation and that of the Archbishop of York I am glad to know that I am acting in accordance with the wishes of Convocation."

The letter caused considerable amusement by the way in which the Prime Minister claimed to have acted in accordance with the wishes of Convocation.

After reading the communication the Archbishop concluded that their lordships would not desire a discussion, and the matter dropped.

a guaranteed ton a week at 3s. a lb. would be a godsend to the London-Paris service and would enable the Post Office to accelerate almost all ordinary correspondence.

REASONS FOR SUBSIDY.

It was, however, for the Government to decide what they wished to encourage in aviation—speed—weight-carrying—horse-power—numbers, and to base any subsidy they might give on their own requirements. He urged that the Government could take some sort of financial share in the risks until it had been established that a paying load was available. If the Government would do this, he believed that the financiers, and eventually the public, would come forward and support new enterprises wholeheartedly.

It might be asked why the Government should wish to assist aerial transport at all. A great and flourishing aerial transport industry would provide the country with a reserve of pilots and mechanics; it would preserve the design and manufacturing organization which were now crumbling to ruin; it would accelerate and invigorate all forms of overseas trade, and it would link up the Empire by closer bonds than ever existed before. Suspected by the public and neglected by the Government, British aviation to day was at a very low ebb, but after all, in 1913, it was also started and neglected. It was in that year that they adopted the motto "Per Ardua ad Astra" for the R.F.C. and within four years that corps had indeed soared through hardship to the stars. Those who believed in commercial aviation, who were supporting it, and who depended on it, might indeed inherit from their warlike elder brothers that motto.

THE PARSON'S UNION.

NO STRIKE, BUT A LIVING WAGE.

The Rev. C. H. Lloyd Evans, Vicar of Milborne St. Andrew, near Blandford, recently outlined the policy of the union which has now been formally set up by clergymen. This body is to be called the National Clerical Union, and its main object is the establishment of a minimum living wage for the clergy. It also intends to deal with the recognition of war service, the provision of adequate retiring pensions, and of pensions for the widows and orphans of clergymen.

Mr. Lloyd Evans, who is acting as the secretary of the new movement, made it clear last night that the members of the Clerical Union had no intention of declaring a strike to enforce any of their demands. They would follow the trend of trade unionism to a considerable extent, but it would be impossible for them to go on strike. They considered that they were as much bound as soldiers or police not to proceed to such an extremity. On the other hand, they were badly in need of some such organization as was possessed by such bodies as doctors and schoolmasters. They wished to fight neither the Bishops nor the laity, but they hoped by banding themselves together to obtain the demands which they considered to be only just and reasonable.

The particular and peculiar difficulties with which clergymen were faced were next pointed out by Mr. Lloyd Evans. The cost of living, he said, had practically trebled during the war. On the other hand, the stipends of clergymen, far from increasing to any proportionate extent, had, actually in many cases decreased owing to the rapid rise in rates. Few of the so-called "inferior clergy" earned more than £300 a year, and a great many of them earned very much less. Out of this, in addition to ordinary expenses, they had to pay for the upkeep of their vicarage, and to insure both their lives and the vicarage. If they fell ill they had no relief, but, in addition to the incidental expenses, they had to pay for the provision of a substitute in their parish. In the diocese of Salisbury an attempt was made to deal with this particular hardship, but it was abandoned through lack of interest. A rector was compelled to pay for the cost of repairs to his chancel, and in one instance a rector, who was receiving £250 a year, was asked to pay £500 for that purpose. On top of all this there came the Tithe Act.

No official provision, he added, was made for the widows and orphans of clergymen, and often they were even mulcted of the little they had on the plea that it was to make their late home habitable for its next tenant. The only remedy for all these abuses was the formation of a strong organization, and, it was backed by public opinion, their demands would soon be obtained. A meeting of members of the National Clerical Union was to take place at the Church House, Westminster, recently, and another meeting was also to take place in the evening at Finsbury Park.

ECONOMISTS' NEW LIBRARY.
The Carnegie Trustees have made a grant of £10,000 to the London School of Economics to build a new library. Recent development at the school, and the rapid increase of students, have made an extension to the present library essential. Though the library will be of first value to the students who are taking the new Degree in Commerce, it will maintain its general economic character.

IRISH HUNGER-STRIKERS.

DRAMATIC SCENES AT WORMWOOD SCRUBS.

Thousands of Irishmen, most of them members of the Irish Self-Determination League of Great Britain, marched to Wormwood Scrubs prison recently to cheer the 175 Irish hunger-strikers imprisoned there. The Irish pipers led the demonstrators, who carried Republican flags, and members of the Irish Volunteers formed a cordon.

When the procession arrived soon after 7.30, one of the prisoners was already at a side window of the North-West block. All attention was, however, fixed upon the large window of the building in which are the cells of the imprisoned Sinn Féiners. At this window there almost immediately appeared about two dozen Irishmen armed with a large piece of wood.

To the accompaniment of loud cheers they smashed the glass, and making megaphones out of newspapers began to speak to the crowd. Father Roche, of Bermondsey, replying through a megaphone, inquired about the health of certain of the prisoners. The men at the window, amid the complete silence of the crowd outside, shouted that the following men were very ill, although their condition, they said, was not dangerous: Green, Hinds, Bland, Mallin, Hoy, Joyce and Ryan. Fifteen other men, they said, were also ill.

DRAMATIC INCIDENT.
The prisoners waved the green, white, and orange colours of the Irish Republic, and one called out, "We will hold out to the end." After cheering this declaration the crowd sang "The Soldier's Song," and the most dramatic incident of the evening followed. Signalling for silence, the prisoners sang the chorus alone at their window, their voices carrying over the prison wall to the thousands outside. Several women were in tears before the singing ended.

"God Save Ireland" followed from the crowd, and the prisoners afterwards shouted that they were going downstairs to recite the Rosary. "Shall you come back?" cried someone through the megaphone. "Yes," they replied, "we will come back if we can, but we are afraid that the military who are massed in this wing will capture the position while we are praying."

The prisoners then disappeared from the window, and the demonstrators uncovered their heads while Father Roche also recited the Rosary. The crowd afterwards sang several Irish songs, one man conducting with a Republican flag, the pipers marching up and down in front of the prison wall the while.

For some time there was no further sign of the prisoners, and the crowd while waiting cheered for the Irish Republic, for the "rebels," for Sinn Féin, and for "President de Valera." Groans were given for Mr. Lloyd George.

MORE FLARE SIGNALS.
After about half-an-hour shadows appeared before the large window—the shadows of warders. The prisoners had evidently lost their post of vantage, but from a cell window at the side there suddenly appeared a bright flame, which was waved by someone inside. Three times a flare was burned, and each time the crowd cheered to the echo.

Mr. J. H. McDonnell, a solicitor, who has been to visit the prisoners, told a *Daily News* representative that they were allowed to walk about the hall until a certain hour each evening. The whole of that wing is kept for the Irish prisoners. Joyce, he said, has not been released; the only man set at liberty is Griffith.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U.S.S.B.

S.S. "WEST HEPBURN"

having arrived from San Francisco and ports on June 6th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, June 10, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Thursday June 10th, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after June 12th, 1920, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 7th June, 1920.

It is understood that the prisoners are allowed to have matches, smoking being permitted. They have stated emphatically to visitors that they will go on with the strike until they are released or die. No less than 60 of them are confined to bed.

After the flare had burnt out, nothing further was seen of the prisoners. There was no disorder of any kind, and after cheers for "the Republic" and the prisoners, the procession formed up, and singing Irish songs, marched away.

A number of youths who had assembled on one side at the crowd began to sing "God Save the King," but the Irishmen took little notice. It is stated that the demonstrations will be repeated each night until the hunger strikers are released, and that all the Irish societies in London have cancelled their evening engagements so that the members may assemble outside the prison.

Handbills headed "Are They to Die?" were distributed. These alleged that 100 Irishmen were dying "imprisoned for months without charge or trial."

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S.S. "LAKE FARMINGDALE"

From CALCUTTA via RANGOON, PENANG & SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Port, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 14th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognised.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 15th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators, U.S. Shipping Board.

Hongkong, 8th June, 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU, & JAPAN PORTS.

The above named Steamer having arrived, Tuesday 8th inst. consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, 15th inst.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where they will be examined on Thursday, 17th inst. at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

Y. TSUTSUMI,

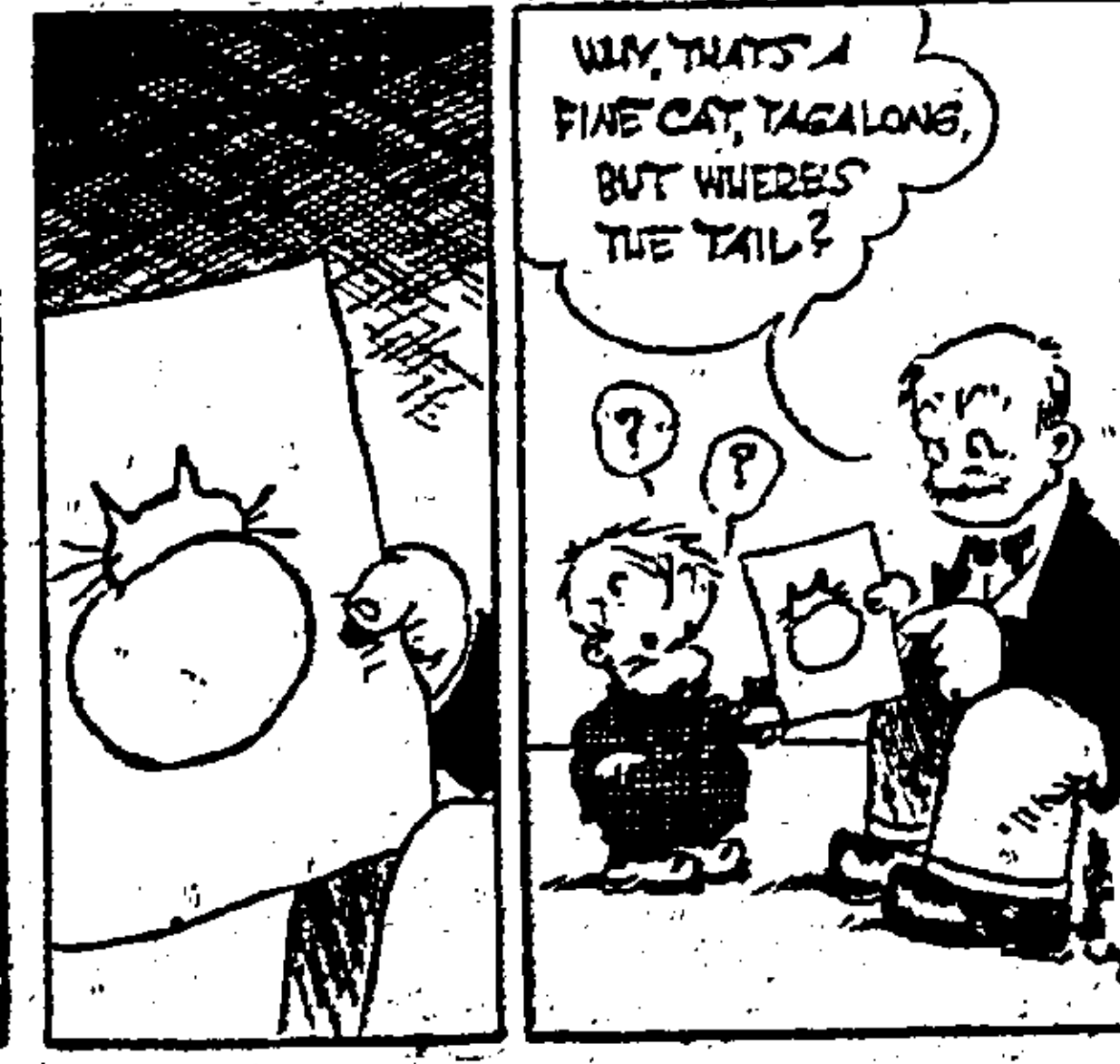
Manager.

Hongkong, 8th June, 1920.

FRECKLES AND HIS FRIENDS

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Fine Old Tom.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Sharncliffe, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 9, 1920.

THE CHINESE PEACE RUMOURS.

We wish we could regard with some measure of hopefulness the fact that the chief Northern peace delegate has had a conference with Wu Ting-fang, Tang Shao-yi and Sun Yat-sen, and the report that they are stated to have arrived at a definite agreement as to peace terms. We are told in the telegram announcing this news that the peace delegates of both sides have been in Shanghai for nine months, and that this was the first formal conference which had been held since their arrival. But it must not be forgotten that previous to this a conference was actually opened and that it broke up before anything like a compromise was reached. It seems now that the Conference is to be reopened, though the necessity for this step is not apparent seeing that "a definite agreement" is already said to have been reached. It is, of course, possible that the conference is to meet to consider and give final decision to this agreement which the chief Northern delegate and the representatives from the South are said to have concluded. That would involve the question of the status of the Southern delegates, a point with which we will now deal.

By a rather striking coincidence, the very day on which these Southern representatives had their informal conference with the chief Northern delegate in Shanghai, the Administrative Council of the so-called Military Government assembled in Canton, and at that gathering it was decided that Tang Shao-yi be removed from the post of chief delegate of the South to the Peace Conference, and, amongst other things, that the Peking Government be informed that all meetings, declarations and actions at Shanghai by Tang, Wu Ting-fang and Sun Yat-sen are null and void. From this fact it is pretty clear that the people in authority in Canton do not recognise the claims of these three to represent the South, and, that being so, it would seem futile to place any great value on whatever kind of agreement they may have reached. The whole question, of course, is: Who is entitled to represent the Southern Provinces? In the early days of the Military Government at Canton, Tang Shao-yi, Wu Ting-fang and Sun Yat-sen were generally accepted as the Southern leaders. For a time they held the reins in Canton and the question of arranging peace with the North was one in which they could exercise marked influence. Then, one by one, they disappeared from the scene and their places in the Military Government were taken by others. None the less, they still claimed the right to represent the South in Shanghai and they have been working on that basis ever since. Their claims are now disputed by the men holding administrative office in Canton, who may be counted upon to resist any settlement to which they have not been parties. Wu Ting-fang and his associates may arrange this and plan that; but how are they going to manage to get Canton to subscribe to the understanding? That is the query which causes us to doubt the real value of the reported conclusion of a definite agreement between North and South.

In this matter, as in so many others in China, the trouble is that no one section trusts the other. The South is divided into factions, each claiming supremacy and the right to recognition. Political cohesion and co-operation are unknown in China, and so long as that is the case the hope of a compromise being reached will be very slight. We fear that personal aggrandisement and personal profit are more to Chinese politicians than the general well-being of their country. Perhaps that is why there has been no adjustment of this interminable domestic squabble ere this: the more Governments there are, the more posts will there be for those who want to indulge in "squeeze" and nepotism. But the present state of affairs cannot go on for ever. If China does not compose her own differences, the time may well come when others will have to help her to do so. To maintain the present deadlock is to court disaster. When will the Chinese realise that?

NOTES & COMMENTS.

PATIENCE.

Things do not seem to be going very well with the world these days. We are not pessimistic, nor do we intend to allow ourselves to be pressed down by a weight of morbid facts. The world is still young and vigorous in its growth towards perfection, and it is only the "downs" that inspire the "ups." Taking a cursory glance at the batch of cables that Reuter gave us yesterday there is not a lot to inspire. We see that there is a world shortage of wheat, which will cause famine prices if this year's harvest is in any way materially damaged; we see that in Ireland things are going from bad to worse, murders still being the commonplace; we see that Turkey is by no means in a happy position—while she is suing for better peace terms one of her parties draw upon them a bombardment by Allied warships; there is threatened another disastrous railway strike, at Home; and there was plenty of other news of a not too cheering character. But, as we said above, there is no need or room for pessimism. One has the comforting knowledge that things in a state of flux are also in a state of change; that is far more dangerous than activity, no matter how upsetting the latter may be. Most of the happenings that we see around us come of a desire to improve; to build up and not to break down. It is like the working of the yeast that leavens and improves the bread. Ireland is a distressed nation that will emerge all the better for her present experiences; Turkey is in the throes of a change—the throwing off of the old intriguing autocracy and the acceptance of a new school of democrats; the railwaymen are out for better conditions, although we think that they are pushing matters a little too far, and are thereby robbing themselves of a lot of sympathy. Still, they are pushing in the right direction. To take a look at Germany is to see the people supporting the Majority Socialists and the Independent Socialists; in other words, supporting the parties that have the least to do with the old imperialism who brought such ruin and disaster upon their country. Look where one will, one can find that the ferment is all for the good. The only thing to hope for is that people as a whole will keep their vision true and not allow the contemporary facts to swamp their belief in the eventual improvement. It is all a question of patience.

After leaving Manila, the second carpenter of the T.K.K. vessel, Shingo Maru, fell down into the No. 4 hatch of the boat, and died shortly after from concussion of the brain.

Chen Shi-living at No. 4 Procession Street, has made a report to the Police that at 6.45 yesterday morning, four robbers entered her house. They overpowered her, but her shouts having made their stay unhealthy, they fled.

Two tokis of a fish stall in the Central Market had a fight yesterday. The fish knife being a very appropriate weapon, one of them backed the other with it in the leg, causing a serious wound. After this deed, he fled, and his victim was removed to the Government Civil Hospital.

This morning before Mr. Justice J. R. Wood there came up for hearing the suit of the Kam Hing Lung firm against the Shing Lee firm for the recovery of \$437.50, being damages for breach of contract to deliver 250 cases of tin plates. The particulars of the claim were as follows:—To market value for 250 cases of tin plates at \$2.45 per case on April 17th, 1920, \$612.50; by selling price for 250 cases of tin plates at \$10.50 per case \$2,625; difference, \$437.50. Case proceeding.

The light cruiser Curlew ordered to the China Station, as already reported, was to be commissioned at Rosyth on the 27th May by Captain W. M. James, C. B. Surgeon-Commander. A Davidson has been ordered to join the Curlew before she leaves Rosyth for Hongkong. Amongst other appointments to the Curlew are those of Commissioned Gunner N. N. Deacon and Mate J. Booth. Additional ratings for distribution amongst various ships of the China Squadron will be sent out to the Station by the Curlew.

A PASSING TRIBUTE.

When it is our sad duty to report to demise of young local men like Mr. G. W. Gegg, Mr. D. K. Moss, Mr. L. E. Breton and others we feel there is a special poignancy underlying the strange workings of fate. None could have known the late Mr. Gegg without realising that here was a keen worker on behalf of the pleasures of others, a man who had made good in his business, a cheery friend worth knowing, always ready to give what help he could; one whose heart was white. The writer knew him well and can speak of a certainty. To members of the Press, whose duty it is to report training times and notes, he was ever a courteous helper. To know about racing it was only necessary to ask him. And the public of Hongkong must have the realization that behind the annual race meeting lies a tremendous amount of hard work, and it can be said with truth that in the centre of that work could be found Mr. Gegg. His cheery disposition and obliging courtesy made him all the more respected. Hongkong is not blessed with an overabundance of such men, and so it is that we respectfully pause in our ordinary work to pay our passing tribute to one who will be much missed and long remembered.

THE PRESIDENT AND CONGRESS.

It must be a very unusual thing for a President of the United States to so roundly criticise Congress as President Wilson now has. The failure of Congress effectively to deal with the high cost of living, its inactivity in other vital matters were touched on, but the hardest truth in the message is that "Congress is not only preventing the conclusion of peace with Europe, but has failed to present a constructive plan for dealing with the deplorable conditions there." Our own opinion is that the President has been bold enough to speak the truth, though he can scarcely hope to

DAY BY DAY.

THE BEST HELP IS NOT TO BEAR THE TROUBLES OF OTHERS FOR THEM, BUT TO INSPIRE THEM WITH COURAGE AND ENERGY TO BEAR THEIR BURDENS FOR THEMSELVES.

Yesterday's health return shows three cases of plague (one fatal), all of which were Chinese.

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This morning before Mr. Justice J. R. Wood there came up for hearing the suit of the Kam Hing Lung firm against the Shing Lee firm for the recovery of \$437.50, being damages for breach of contract to deliver 250 cases of tin plates. The particulars of the claim were as follows:—To market value for 250 cases of tin plates at \$2.45 per case on April 17th, 1920, \$612.50; by selling price for 250 cases of tin plates at \$10.50 per case \$2,625; difference, \$437.50. Case proceeding.

The light cruiser Curlew ordered to the China Station, as already reported, was to be commissioned at Rosyth on the 27th May by Captain W. M. James, C. B. Surgeon-Commander. A Davidson has been ordered to join the Curlew before she leaves Rosyth for Hongkong. Amongst other appointments to the Curlew are those of Commissioned Gunner N. N. Deacon and Mate J. Booth. Additional ratings for distribution amongst various ships of the China Squadron will be sent out to the Station by the Curlew.

When charged before Mr. N. L. Smith with burglariously breaking into the Diocesan Girls School, and stealing 12 pairs of shoes, a Chinese boy disputed the first charge. He stated that he did not actually enter the premises, but attained his object by inserting a stick into the room where the shoes were, and fishing them out with it. Inspector Grant, of the Police Department, stated that a grating which opened into this room had been sawed through, and the shoes stolen in the way the prisoner described. The prisoner was arrested by a constable in Lower Lascar Row while endeavouring to dispose of the shoes to a hawker. A sentence of six weeks' hard labour was inflicted by the Magistrate.

POPULARISING BOTANIC GARDENS.

Some of the members of the Royal Botanic Society in Regent's Park have been considering methods of popularising the gardens. One scheme which has been discussed proposes to transform the entrance into an old English garden, while round the large conservatory a series of handsome buildings, it is thought, might be erected as a fashionable rendezvous. Courts for tennis, croquet, racquets, and archery are suggested, also that part of the gardens might be terraced off where the members of a high-class club might dine out-of-doors in the summer evenings.

make himself any more popular by doing so. The Presidential election is drawing nearer and nearer and such sharp shafts as these will not enhance the chances of the obstructionists, who have engineered a protest against what they have styled "undemocratic acts of the President purely in order to satisfy their own political aspirations. It will indeed be interesting to see what the verdict of the American people.

AVIATION NOTES.

[BY "METEORITE"]

With the opportunities offered by the exhibition flights at Repulse Bay the past week has been an enjoyable one for residents, or, at any rate, for those who could afford the fare demanded, with the additional expenses of a trip to the Bay and back. The public support which was forthcoming for the exhibitions was beyond the anticipations of the promoters who had expected that it would take a year before ideas of safety on the part of the public would be reconciled to a trip by aeroplane. Apprehensions for safety of their persons apparently had no place in the determination of the joy-riders and on the third day of the flights we found quite a good number of ladies and even children amongst the passengers a fact that is in itself an indication of the increasing confidence reposed on the ability of the aviators in the operation of their machines.

As a money-making proposition these flights have been a success, and another series of joy-rides is being arranged to take place this Sunday.

Our Chinese friends are very well educated to a knowledge of the pleasures that can be derived in an aerial trip. With them also, a journey by aircraft is the luxury par excellence, and that being so, what greater tribute could be offered to deceased relatives than by offerings of paper imitations of the aeroplane? Thus the other day in the Eastern district I came upon a certain native dwelling whose appearance indicated the last stages in the religious rites held in honour of a deceased native gentleman. A group of relatives were despatching burning paper offerings representative of joss-paper, motor cars, houses, etc. and amongst this goodly accumulation of spiritual wealth, I noticed a certain huge bamboo frame and paper affair whose shape was certainly that of an unusually bloated Zeppelin, but without the proper equipment to give it flight. What did it matter if the Zeppelin had no engines? Our departed friends may safely be depended upon to accommodate themselves by giving supernatural locomotion to the airship.

Like a lusty infant, our embryonic Aero Club is growing well. It has developed regular limbs and the persons of four vice-presidents and a well-endowed head in the President, Mr. Hon. P. H. Holyoak. A canvass of residents likely to be interested in aviation has brought the best results in membership. The flights at Repulse Bay have further boosted the movement, and now the Club is assured of a strong backing of influential and affluent supporters. They include the two European unofficial members of the Legislative Council, and the Club will thus gain a footing in the Council for the advancement of its interests.

I have been informed by Col. Smallwood that the reports about the establishment of services between various parts of China are somewhat premature; the two Government Departments interested in aviation are certainly considering the linking of important places by means of aerial routes, but the only route which has actually been surveyed to date is that between Peking and Urga, the Capital of Mongolia. The training of Chinese aviators is now being undertaken, but it is likely that any extensive scheme of aerial communications for the country will be delayed until the completion of two years' training enables the pilots safely to take charge of machines.

MACAO CIVIL SERVICE.

AN INCREASE IN SALARIES.

H.E. the Governor of Macao has received telegraphic advice from the Lisbon Government concurring in the petition made by civil officials for an increase in salary. As a result, a sum of \$50,000 has been allotted to Macao, the increased pay to commence on July 1st. The Governor has had great difficulty in apportioning the sum to the various Departments but it is believed that the increase will work out at about 50 per cent.

CROWN PRINCE OF RUMANIA.

ARRANGEMENTS FOR MILITARY RECEPTION.

The following is the programme of the military arrangements for the visit of the Crown Prince of Rumania:

The Crown Prince of Rumania is expected to arrive at Hongkong on the s.s. Madras on Thursday or Friday. On landing at Blake Pier he will be received by a Guard of Honour and the route between Blake Pier and Government House will be lined by the Naval and Military Forces.

The route is allotted as follows:—Blake Pier, Guard of Honour of 100 of the 2nd Wiltshire Regiment; Connaught Rd. 150-200 of the Royal Navy; Wardley Street, 180 of the 7th Punjab; Des Voeux Rd. (north side City Hall, Queen's Rd., 210 of the 2nd Punjab; Peak Tramway Rd. (to north end) 200 of the 2nd Punjab; 2nd Bn. Wiltshire Regt.; Garden Rd. (to Upper Albert Rd.), 300 of the Royal Garrison Artillery; Upper Albert Rd., 80 of the Royal Engineers; Government House, Guard of Honour 100 of the 2nd Punjab; Review order will be worn, khaki, medal ribbons and not medals. Sticks will be carried in place of swords. The parade will be dismounted; officers will wear breeches, leggings or fieldboots and spurs.

MANILA ANOTHER HONGKONG.

IS IT A DREAM?

Manuel Quizon, in an article in the *Manila Bulletin*, says:—"It is beyond dispute that the application of the Coastwise Shipping Law to the Philippines will mean higher freight rates. And who will pay the bill? Not the shipper, either of American goods coming to the islands or of Philippine products going to the United States, but the consumer of the former and the producer of the latter. In other words, the importer and exporter will not have to dig out of their own pocket the dollar that will pay for the costly freight rates, but the consumer and the farmer. How easy it is to be 100 per cent. patriotic when the other fellow has to defray the expense!"

The Philippines is handicapped by several causes in competing for the market of the world. One of these is the high cost of our labour as compared with that of any other Oriental country, and if to these causes we have to add higher freight rates I do not see how we shall be able to stand the competition. But what about the plan of making Manila the distributing centre of American commerce in the far east? The Coastwise Shipping Law will not exclude foreign ships from carrying American goods to Japan, China and every other foreign country in the east. If they carry these goods to these countries, as they will, much more cheaply than American goods can be brought to the Philippines by American ships; it is evident that the dream of making Manila another Hongkong will become a nightmare.

It is said that the application of the Coastwise Shipping Law to the Philippines is necessary in order to establish a direct line between the United States and Manila. The establishment of this service is more likely to take place when there is competition between American and foreign bottoms than when there is none. A direct service would be a strong card to be played by American shipping to secure passenger and freight between Manila and America in case of competition, and would be used, perhaps, as a last resort; but if the monopoly of our trade with America is given to American ships, how could there be any inducement to institute this service? On the contrary, under these circumstances their main attention will be directed towards the service between the United States and Japan and China.

A direct line between the Philippines and the United States would be a great impetus to the growth of our trade with America and would increase in manifold ways the prosperity of the Philippines only if it is brought about without greatly increasing freight rates, which will not be the case if the coastwise law is put into effect.

Rather than consent to this bill, and if this was the only means of securing direct service, I would prefer to vote a subsidy—much as I am against the system.

TO-DAY'S MISCELLANY.

"You say," writes a correspondent to the *Daily News*, "that E. M. Grace has been known to play cricket all day without stopping, but that is nothing to the feat of 'W. G.' who, in his 'revival' year of 1906, when he was an elderly man as cricketers go, was once in the field for every minute of a three-days' match. I have no statistics by me, but the description of the match (in round figures) was as follows: Kent 1st innings, 450, during which 'W. G.' bowled and fielded all day. Gloucester, 400, 'W. G.' carrying his bat through the innings for a score of something like 300. Kent 2nd innings, 75 all out, leaving Gloucester 125 to win, which was accomplished just on time, the veteran again carrying his bat. Spectators who came to see 'W. G.' certainly had their money's worth."

The "down-town" section of New York is losing one of its landmarks by the demolition of the Eastern Hotel to make room for an office building. For nearly a hundred years it has been the favourite hostelry of American seafaring folk. "Dynamite Johnny" O'Brien, well known for his practice of shipping arms to the Latin-American countries, concocted many of his filibustering schemes in this hotel, which he made his headquarters. One of the features of this building was its beams of solid mahogany. In 1822, when it was constructed, cargoes of supplies were frequently shipped from New York to South American ports, and when mahogany was brought back, serving the purpose of both cargo and ballast. These cargoes were sold cheaply, and were often used in the construction of the New York buildings of the period.

The San Remo Conference and the recent difference of opinion between England and France may serve to recall a great speech made by Gambetta—his last—which was delivered in the Chamber of Deputies and referred to the co-operation of France and Great Britain in Egypt. "Gambetta," said the tribune, "when I consider the situation of Europe I observe that during the last ten years there has always been a Western policy, represented by France and England, and allow me to say that I know of no other policy capable of proving assistance to us in the most terrible emergencies we have to fear. I say this with profound conviction, looking clearly into the future. Ah! remember my words! Any sacrifice rather than forgo the friendship and alliance of England." It may not be inappropriate to recall these words, now, especially as the President of the French Republic has just published his life of Gambetta, of which he describes the scene, of which he was an eye-witness: "... the great orator began slowly in a low, solemn tone; such was Mirabeau's way. At times his words swept over the shuddering assembly like a gale, and their heads bowed beneath the blast, like ears of corn. It was a national force, a cyclone."

If Mr. Speaker's plan for the subordinate legislatures is accepted by Government and Parliament, it seems probable that the Home Secretary will acquire additional responsibilities, and additional consideration. For it is intended that he shall be the connecting link between the Imperialist and the Little Parliament, and shall be generally responsible for the arrangements in connection with the meetings of the latter. Theoretically the Secretariat of State is one office and every Secretary can perform the duties of any other Secretary, but it was certainly the truth over a long period that the Home Secretary ranked first, and he is still generally given the first place in the list. When the Secretariat was divided his was the greater office of the two, for he was responsible for all matters pertaining to the States of Southern Europe, all colonial business, home business, and Irish business, and he retained Ireland and the colonies when foreign business was taken from him in 1782. He was also responsible for that curious official the Secretary at War, War business, colonial business, and finally Irish business passed into other hands in successive changes, though he retained responsibility for the Isle of Man.

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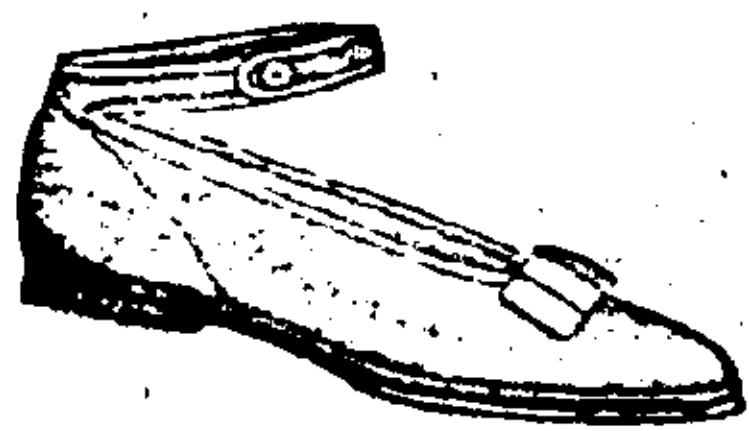
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THE CHINA OF TO-DAY.

VIEWS OF SIR JOHN JORDAN.

In the course of an interview with a representative of the *Evening Standard* Sir John Jordan, until recently British Minister at Peking, stated:

China to-day is beset by a new problem. It lies in the effort that is being made in certain quarters to convert it into a military nation. Sixty-five per cent. of the revenue is now being spent on militarism, and that is disquieting, for many reasons. The Chinese are peace-loving people, who do not want to concern themselves with war. Their administration has always been of a civil character, in harmony with the needs of a population that relies mainly on agriculture. A typical Chinese man is the contented smallholder, who lives with his family on the ancestral farm and rarely travels 20 miles away from it. He is hardly able to read or write, and he has no interest in politics, but he is satisfied. The mercantile classes, better educated, have equally good points. They can be relied upon; they are generous, happy, and good-humoured. They have not the sad look that one sees on the faces of most Eastern peoples.

WHAT THE PEOPLE DESIRE.

These people desire nothing more than to live in peace, but as a result of the revolution and the war with Germany a military caste has arisen, which is trying to impose its will on the rest of the nation, with results that are alien to the Chinese spirit and tradition. It will have a tremendously important effect on the world if a peaceable country of more than 400,000,000 peaceable inhabitants, becomes a military nation. China to-day may be said to be a country without a head. The President has excellent qualities, but his power is limited, and the Government in effect is decentralised. It is conducted through the provinces, each one of which is of very much larger area than our country. The provinces are in charge of military men with their armed forces, and until this military policy is

abandoned the position is unsatisfactory.

The transition stage is one of utmost importance, not only to China, but to the rest of the world, and everything depends on the course that developments take. The patriarchal system is changing very fast now. The condition under which an editor of the *Empress-Dowager* went all over the country have disappeared completely. The situation is one in which there are immense possibilities that neither we nor China can afford to ignore.

BRITISH TRADERS.

So far as our trade is concerned British residents in China complain of the lack of interest shown in their work by the people at home. As one who has spent 44 years in the Far East, I can certainly bear testimony to the splendid work that is being done by the British community and the immense potentialities that exist. The British people out there are extremely enterprising, and are doing very good work. Through chambers of commerce they have accomplished great things, and are holding their own well against competitors. A large share of the trade formerly carried on by Germany has been secured, and I have no fear at all for our trade there. The lament is often heard, however, that we cannot get goods quickly enough from England, and in consequence orders have been sent to America. A little expediting in delivery of the goods from home would be beneficial.

There is a great deal of co-operative effort between the British and the Chinese traders, and this form of development offers great promise for the future. Anglo-Chinese effort has resulted in very amicable relations, and there are abundant openings for extension. The mining wealth of China, for instance, is almost untouched. Coal might be developed very much more than it is at present. Two great coal enterprises—the Kailan Administration in the North and the Fuchang in Honan—are being run very successfully by the British and Chinese, and they give great promise for any future extension of the same co-operative principle in other directions.

AMERICAN BUSINESS ENTERPRISE.

PACIFIC DEVELOPMENT CORPORATION.

The Pacific Development Corporation, one of the largest American financial groups operating in the Orient, has just announced further plans and extensions in China of considerable significance to the future of American trade development in this country. The news was made public by Mr. Hugo Reiss, vice president of Andersen, Meyer and Company, recently on behalf of Mr. Edward B. Bruce, president of the Pacific Development Corporation, who has been in the Orient for several months and who recently sailed for America.

In order to meet the demands of its growing business and to provide for several new enterprises in Shanghai the authorised capital of the Pacific Development Corporation has been increased from \$10,000,000 to \$25,000,000. The original meeting of the Board of directors at which this action was recommended was held on April 15 in New York City, and the action was approved at a meeting of stockholders on May 5. New investments in Shanghai include the following enterprises:

The erection of the Sun Cheong Oil Mill and Refinery. This enterprise has a paid-up capital of \$750,000 and will participate to a large extent in the rapidly growing vegetable oil business in China. Another important enterprise closely affiliated with the growing industrial development of China is the Sun Cheong Iron Works, also with a capital of \$750,000. This company will engage in the manufacture of all kinds of iron and steel products. Still another enterprise is the recent purchase of land by Andersen, Meyer & Co. on the Whangpoo river front in the Yangtszepoo district. The purchase amounts to 30 mow of land costing \$150,000 and will be used for godown facilities to take care of its growing business. The announcement of the purchase of land made by them for a new and modern office building on Kiangse Road, opposite the new Municipal building, Shanghai, was made some time ago.

The Pacific Development was organised in 1917 and is incorporated under the laws of the state of New York. Mr. Gales L. Stone, of Hayden Stone and Co., Boston, is Chairman of the Board of Directors and the directorate include many of the important names of American financiers. Among the subsidiary companies that the Pacific Development controls are: Andersen, Meyer and Company of China, the Pacific Commercial Company of the Philippine Islands, Har-teem Bros., Inc., of Boston and Buenos Aires; International Vegetable Oil Company of New York and the Philippine Islands; the American Machine Manufacturing Company of Atlanta, Ga.; W.G. Pratt and Company, London; Etablissement Meunier Freres in France and Hartem Pacific Company of New York, Seattle and San Francisco.

The foregoing announcement combined with the recent American shipping, banking and financial development in China, speaks eloquently for the future of American business in this part of the world and is the best possible answer to recent Japanese attacks upon the permanency of American business in China. In this same connection it might also be mentioned here that in 1919 America participated in China's foreign trade to the extent of well over \$200,000,000 which amounted to an increase of some 35 per cent. over the previous year and approximately 15 per cent. of China's foreign trade.

LAWN TENNIS.

THE LEAGUE TABLES.

The Tennis League tables to date are:—

1ST DIVISION.				
	P.	W.	L.	Pts.
Garrison	3	2	1	4
Chinese R.C.	3	2	1	4
Club de Recreio	3	2	1	4
Hongkong C.C.	3	2	1	4
United Services	3	1	2	2
Kowloon C.C.	3	0	3	0

2ND DIVISION.				
	P.	W.	L.	Pts.
Civil Service	3	3	0	6
Chinese R.C.	4	3	1	6
Wigwam	3	2	1	4
Craigingower	3	1	2	2
Hongkong C.C.	3	1	2	2
United Services	2	0	2	0
Kowloon C.C.	2	0	2	0

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THE LATE MR GEGG.

FUNERAL AT HAPPY VALLEY.

The high respect in which the late Mr. G. W. Gegg was held, and the keen sympathy for his widow, were strikingly demonstrated last evening, when the funeral took place at the Protestant Cemetery at Happy Valley, and was attended by a large and representative gathering of sympathisers. The widow and Mr. Hidden (brother-in-law of the deceased gentleman) were the principal mourners, and they were immediately followed by Mr. T. F. Hough and Mr. F. C. Mason Hurley. Amongst those also present were: The Hon. Mr. E. V. D. Parr, Sir Ellis Kadoorie, the Hon. Mr. John Johnston, Messrs. E. J. Grist, F. Maitland, H. Percy Smith, H. B. L. Dowbiggin, D. M. Ross, H. W. Dick, M. S. Sasson, J. Bell, Irving, L. E. S. Hodges, J. H. Seib, H. Seib, J. Arnold, L. E. Lammer, E. Ezra, R. J. Patterson, L. N. Leefe, S. E. Grimstone, J. Vitchell, J. P. Braga, W. Anderson, A. M. L. Soares, F. H. Thomas, M. Manuk, W. T. Edwards, C. M. Alves, F. Ellis, T. H. Smith, L. d'Almada, A. G. da Rocha, Lieut. Hake (representing the Harbour Dept.) and A. A. Alves.

The funeral service was conducted by the Rev. V. H. Copley Moyle, and amongst the floral tributes sent were wreaths from "Mother," "Dick," "Ma" and "Aether," "Dot, Kattie, Gerlie, Ethel and Bertha," "Wire," "Stan and Aggie," "Harry and Alf," Messrs. Hughes and Hough, Comrades Department, Mr. T. F. Hough, Mr. and Mrs. F. C. Mason Hurley, Mr. and Mrs. E. J. de Figueiredo, Messrs. Lane, Crawford & Co., Messrs. Lammer Bros. Messrs. Moxon and Taylor, Committee and Members of the Hongkong Gymkhana Club, the Hongkong Jockey Club, Junior Mess of the Hongkong and Shanghai Banking Corporation, Ex-Sergeants and troopers of the Hongkong Police Reserve, Mounted Section, reporters of the *Hongkong Daily Press*, Commander Beckwith, Lieut. Hake and the Harbour Dept.

Sir Robert: Ho Tung, Mr. N. J. Siabb, Mr. and Mrs. Warren, Mr. Eldon Potter, Mr. and Mrs. W. T. Edwards, Mr. F. C. Jenkin, Mr. Douglas E. Clark, Mr. Edward Ezra, Mr. N. Croucher, Mr. and Mrs. M. J. D. Stephens, Mr. W. Logan, Mr. H. W. Lucas, Mr. H. Percy Smith, Mr. John Arnold, Dr. Bailean, Mr. A. Mackenzie, Mr. M. S. Sassoon, Mr. Harold Seth, Mr. and Mrs. J. Hennessy, Mr. T. M. Leitch, Mr. J. M. Hall, Mr. A. H. Compton, Mr. R. E. Bellis, Mr. S. E. Grimstone, Mr. D. M. Goodall, Mr. Edward Walker, Mr. E. Howard, Mr. D. M. Ross, Mr. and Mrs. L. S. Rapley, Mr. H. A. Lammer, Mr. and Mrs. D. F. Hake and family, Mr. William Goldenberg, Mr. and Mrs. J. Witchell, Mr. F. Lammer, Mr. and Mrs. R. J. Wilton, Mr. L. E. Lammer, Mr. T. H. Smith, Mr. and Mrs. N. S. Moses, Mr. and Mrs. J. Antonio Santh, Mr. Frank Smyth, Mr. and Mrs. A. W. Hill, Mr. R. P. Thurstfield, Mr. H. E. L. Dowbiggin, Mr. J. P. Braga, Mr. R. Hancock, Mr. L. E. S. Hodges, Mr. H. W. Ray, Mr. and Mrs. W. Anderson, Mr. C. J. Higginbotham, Mr. and Mrs. B. L. Frost, I. J. Lossius, Mr. and Mrs. E. J. Ainslie, Mr. F. H. Thomas, Mr. T. W. Doyle, Mr. G. E. Towns, Mr. Fred Ellis, Mr. U. Ramjahn, Mr. A. A. Alves, Mr. A. J. M. Gomes, Mr. and Mrs. Manuk, Mr. A. E. Hall, Mr. A. S. Ellis, Mr. J. M. Wong, Mr. B. W. Tape, Mr. S. K. Ko, Mr. L. A. Silva, Mr. C. M. S. Alves, Mr. A. J. Kew, Mr. J. P. Grosse, Mr. C. H. W. Kew, Mr. A. Razack, J. M. Place da Silva, Mr. F. L. Silva, the Misses Ellis, Miss Angela Remedios and Mr. O. Kitchell.

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Empress of Asia	July 29
Monteagle	Aug. 12
Empress of Russia	Aug. 25
Empress of Japan	Sept. 14
Empress of Asia	Sept. 23
Monteagle	Oct. 21
Empress of Russia	Nov. 9
Empress of Japan	Nov. 18
Empress of Asia	Dec. 16
Monteagle	Jan. 3

Passage from Hongkong to United Kingdom.

Empress of Russia	July 1	Empress of Japan	July 30
Empress of Asia	July 29	Monteagle	Aug. 12
Empress of Russia	Aug. 25	Empress of Japan	Sept. 14
Empress of Asia	Sept. 23	Monteagle	Oct. 21
Empress of Russia	Nov. 9	Empress of Japan	Nov. 18
Empress of Asia	Dec. 16	Monteagle	Jan. 3

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Cargo accepted on through bills of lading to all ports in the United States and Canada, also through bills of lading issued to Baltimore, Havana, Central and South American ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SINBIA MARU	2,100	13th June, from Yokohama
SHIMIZU MARU	2,100	17th June
PERIA MARU	2,100	31st July
KOREA MARU	2,100	14th July
TOYO MARU	2,100	11th Aug.

Calling at Kobe, etc.

Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, BALDWIN CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KYO MARU	17,200	12th July
AKO MARU	17,200	9th Sept.
SEIYO MARU	17,200	9th Nov.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

Y. TSUTSUMI, Manager.

KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"
June 19th. July 22nd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Saigon, Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For San Francisco. For Seattle & Vancouver.

"WEST HIND" 12th June. "WEST JENA" 11th June.

"EASTERN TRADER" 23rd June.

ALSO

Amalgamated with

Cormopolitan Shipping Co. New York.

Operating Baltimore via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through bills of lading issued to all overland points in U. S. and Canada.

Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

FOR BOSTON & NEW YORK.

"SLAVIC PRINCE" VIA PANAMA CANAL on or about 13th June.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.

"GRACE DOLLAR" ... AUG. 3RD.

"MELVILLE DOLLAR" ... SEPT. 17TH.

"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars, for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

THIRD FLOOR

Tel. 795.

792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS.

SAILING DATE.

"WEST HARTS" ... JULY 1ST.

"HICHO" ... JULY 10TH.

"WEST IRA" ... JULY 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
SINGAPORE

SAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U. S. S. B. "GLYMONT"

Sailing on 14th June.

U. S. S. B. "CADARETTA"

Sailing on 1st July.

Operated on behalf of U. S. S. B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

West Jena	S. & D.	June 8
Telegraph	B. L.	June 10
Borneo	M. D. & Co.	June 10
Kitano	M. N. Y. K.	June 11
Slavic Prince	S. T. Co.	June 11
Japan	P. & O.	June 14
Korea	M. N. Y. K.	June 14
Mitsuki	M. O. S. K.	June 14
Glymont	R. D. Co.	June 14
Crosskeys	A. L.	June 15
Fushimi	M. N. Y. K.	June 15
Montague	A. L.	June 15
Tsushima	M. N. Y. K.	June 15
Tanaka	M. O. S. K.	June 16
Toyooka	M. N. Y. K.	June 16
Havre	M. O. S. K.	June 16
Nellors	P. & O.	June 17
Shinyo	M. N. Y. K.	June 17
West Hixton	L. A. Co.	June 17
Van Waerwyck	J. C. J. L.	June 18
Siberia	M. T. K. K.	June 18
Nile	G. M. Co.	June 19
Persia	D. & Co.	June 20
Maquan	F. W. Co.	June 20
Taraga	M. N. Y. K.	June 21
Iconium	A. L.	June 22
Waban	A. L.	June 23
Tango	M. N. Y. K.	June 23
Inaba	M. N. Y. K.	June 25
Amazon	M. O. S. K.	June 26
Africa	M. O. S. K.	June 26
Wytherville	A. L.	June 29
Tajima	M. N. Y. K.	June 30
Saigon	M. O. S. K.	July 1
Kawachi	M. N. Y. K.	July 1
Cadaretta	R. D. Co.	July 1
Katori	M. N. Y. K.	July 2
Seattle	M. O. S. K.	July 4
Deucalion	B. L.	July 5
Persia	M. T. K. K.	July 8
Tokwa	M. N. Y. K.	July 9
Abercos	A. L.	July 10
Higo	R. D. Co.	July 10
West Ira	R. D. Co.	July 10
Himalaya	M. O. S. K.	July 11
Persia	D. & Co.	July 11
Himalaya	M. O. S. K.	July 11
West Montaji	L. A. Co.	July 17
Nikko	M. N. Y. K.	July 21
China	C. M. Co.	July 22
West Iran	F. W. Co.	July 25
Lowther	C. D. & Co.	July 25
Mexico	M. O. S. K.	July 25

JAPAN, COAST PORTS, ETC.

Laisang	J. M. Co.	June 9
Shinyo	M. N. Y. K.	June 10
Bombay	M. N. Y. K.	June 10
Fookang	J. M. Co.	June 10
Samarang	M. D. & Co.	June 10
Lok-sang	J. M. Co.	June 11
Choy-sang	J. M. Co.	June 11
Haiching	D. L. Co.	June 11
Yuen-sang	J. M. Co.	June 11
Madras	M. O. S. K.	June 11
Taiwan	M. N. Y. K.	June 12
Yingchow	B. & S.	June 12
Tibodas	J. C. J. L.	June 13
Shinyo	M. N. Y. K.	June 13
Kailong	B. & S.	June 13
Shisen	M. O. S. K.	June 14
Hailong	D. L. Co.	June 14
Ichang	B. & S.	June 15
Tak-sang	J. M. Co.	June 15
Chun-sang	J. M. Co.	June 15
Penang	M. N. Y. K.	June 16
Soshu	M. O. S. K.	June 17
Iyo	M. N. Y. K.	June 18
Haibong	D. L. Co.	June 18
Kuikiang	B. & S.	June 19
Doylestown	P. M. Co.	June 19
Kosoku	M. O. S. K.	June 20
Tijmanok	J. C. J. L.	June 21
Nikko	M. N. Y. K.	June 25
Malacca	M. N. Y. K.	June 25
Ganges	M. O. S. K.	June 25
Delagoa	M. N. Y. K.	June 27
Shiao	M. O. S. K.	July 2

PACIFIC SHIPPING.

CP&NS

SAILINGS HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kote & Yokohama)

FROM	DUK
STEAMERS, HONGKONG, VANCOUVER	
Empress of Russia	July 1
Empress of Japan	July 30
Empress of Asia	July 29
Monteagle	Aug. 12
Empress of Russia	Aug. 25
Empress of Japan	Sept. 14
Empress of Asia	Sept. 23
Monteagle	Oct. 21
Empress of Russia	Nov. 9
Empress of Japan	Nov. 18
Empress of Asia	Dec. 16
Monteagle	Jan. 3

Passage from Hongkong to United Kingdom.

Empress of Russia	July 1	Empress of Japan	July 30
Empress of Asia	July 29	Monteagle	Aug. 12
Empress of Russia	Aug. 25	Empress of Japan	Sept. 14
Empress of Asia	Sept. 23	Monteagle	Oct. 21
Empress of Russia	Nov. 9	Empress of Japan	Nov. 18
Empress of Asia	Dec. 16	Monteagle	Jan. 3

For fares and other information, please apply to
HONGKONG OFFICE.CANADIAN PACIFIC
OCEAN SERVICES.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe).

"CROSSKEYS" ... About June 15

"WHEATLAND MINTANA" ... July 12

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE" ... June 15th.

"WABAN" ... June 23rd.

"ABERCOS" ... July 1st.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

NEW YORK and or BOSTON
Via PANAMA.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 29TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

Telephones. AGENTS. 5th floor
2477 & 2478 Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIXTON	June 15	S.S. WEST HIXTON	June 17
S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIKI	Aug. 10	S.S. WEST HIKI	Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

FOBE, SHANGHAI.

MANILA, SINGAPORE, etc.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

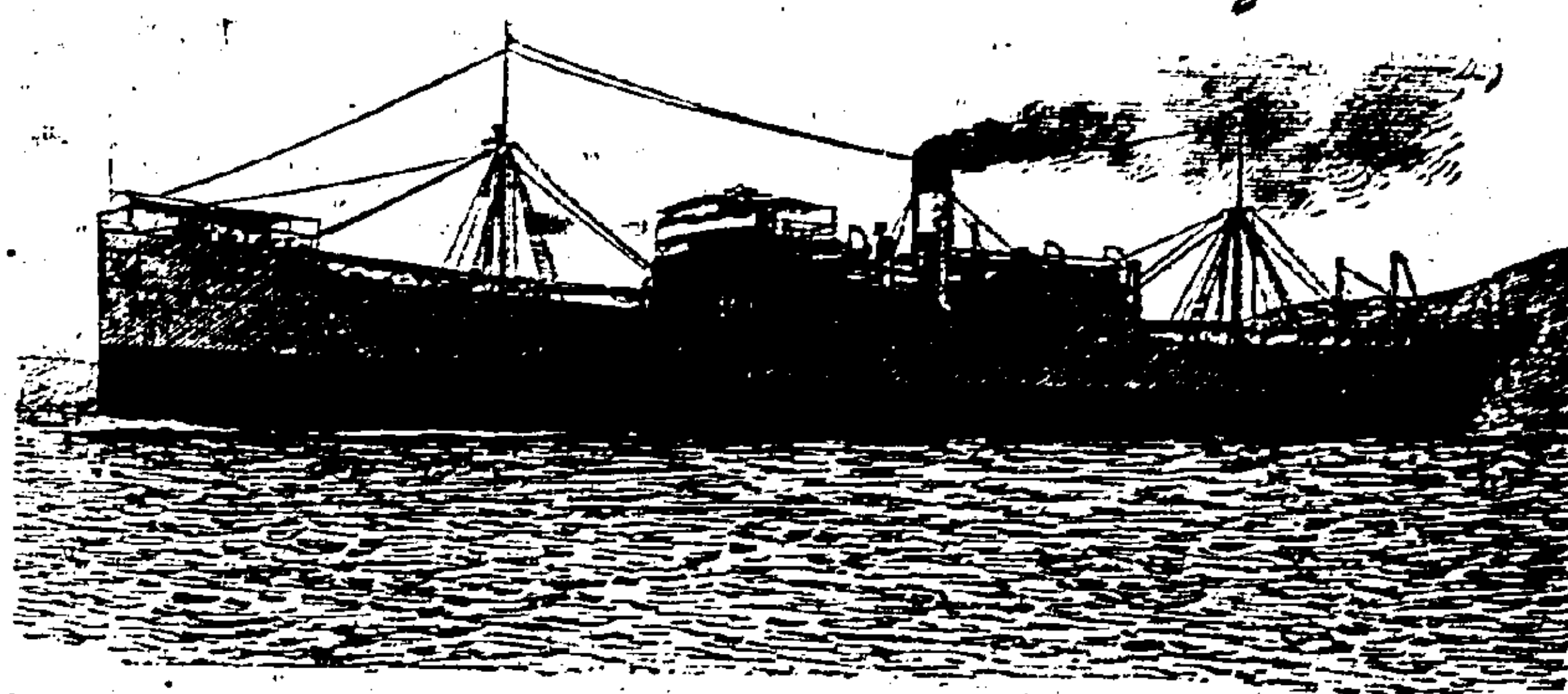
General Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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Lock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.
"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"SEATTLE MARU" Sunday, 4th July.
"MEXICO MARU" Beginning of August.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"GANGES MARU" Friday, 25th June.
"SAIGON MARU" End of June.
SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"SHISEN MARU" Friday, 2nd July.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"MITSUKI MARU" Friday, 14th June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.
"ARABIA MARU" Thursday, 23rd June.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
"ANAZON MARU" Saturday, 26th June.
JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.
"KOSOKU MARU" Sunday, 20th June.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
"KALID MARU" Sunday, 13th June.
TAKAO via SWATOW & AMOY.
"SHISEN MARU" (Takao direct) Wednesday, 9th June.
"SOSHU MARU" Thursday, 17th June.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.
Tel. No. 741 and 745

SAILINGS TO SHANGHAI & JAPAN.

DRAS 7,000 11 June, 1 p.m. Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Passage Mailing not necessary. K.C.I. will be received at the day's office up to 10 a.m. on the day prior to sailing.

For Passage Rates, Handbooks, Freight etc., apply to

MACKINNON, MACKENZIE & CO.

2, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

ATTLE & VICTORIA via Shanghai and Japan ports.

go to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

HIMI MARU Tuesday, 15th June, at 11 a.m.

IMA M. (Calling Manila & Keelung) Wed. 30th June, at 11 a.m.

ORI M. (Calling Manila & Keelung) Fri. 2nd July, at 11 a.m.

NDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU Friday, 11th June, at noon.

INABA MARU Friday, 25th June, at noon.

MBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU Monday, 21st June.

TERPOOL & MARSEILLES via Suez, Cto, Suez & Port Said.

TOSIWA MARU Friday, 9th July.

NEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 23rd June, at 11 a.m.

NIKKO MARU Wednesday, 21st July, at 11 a.m.

W YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOOKA MARU Middle of June.

UTH AMERICAN PORTS via Cape.

KAWACHI MARU Beginning of July.

MB-Y & CO OMBO via Singapore.

BOMBAY MARU Thursday, 10th June.

TALAN MARU Saturday, 12th June.

LUTTA & RANGOON via Singapore & Penang.

SHINGO MARU Thursday, 10th June.

DELAGOA MARU Sunday, 27th June.

PAN - RTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Friday, 25th June, at 11 a.m.

ANCHAL, KORE & YOKOHAMA.

SHIRYU MARU Sunday, 13th June.

PENANG MARU Wednesday, 16th June.

ITO MARU Friday, 18th June, at 11 a.m.

Further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer From Expected to arrive Will leave to

Jiboda Java in port 12th June Shanghai.

Jinanok Java 16th June 21st June Japan.

The steamers are all fitted throughout with electric light and

have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at

through rates to all ports in Netherlands-India, and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian

Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Yok Buildings.

Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

"SEATTLE MARU" Sunday, 4th July.

"MEXICO MARU" Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

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VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

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and taking cargo to overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" Thursday, 23rd June.

NEW YORK—Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.

"ANAZON MARU" Saturday, 26th June.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"KOSOKU MARU" Sunday, 20th June.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon

passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.

"KALID MARU" Sunday, 13th June.

TAKAO via SWATOW & AMOY.

"SHISEN MARU" (Takao direct) Wednesday, 9th June.

"SOSHU MARU" Thursday, 17th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 741 and 745

A USTRALIAN

ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer Arrived Hongkong Leaves Hongkong

CHANGSHA 6th July 10th July

This steamer is fitted with Refrigerating machinery, ensuin-

a plentiful supply of ice, fresh provisions etc., and has superio-

accommodation with Electric Light throughout and Electric Fans in

the State-rooms. A duly qualified Doctor is carried. Reduced Fare-

Cargo booked through to all Australian, New Zealand and Tas-

manian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For

STEAMER SAILING

LONDON & HAMBURG "KATHLANBA" Second half July.

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TR ESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PERSIA"

Sailing on or about 29th June.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.

S.S. "PILSNA"

Sailing on or about 12th August.

NANYO YUSEN KAISHA LTD.

(South Sea Mail S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 10th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on or about 10th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African

ports, with transshipment at Calcutta, in conjunction with

the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

D. D. W. L. & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

SHANGHAI Loosang Thur. 10th June at noon.

Kobe Fooksang Thur. 10th June at 5 p.m.

SHAI via Stow & N'po Choysoang Fri. 11th June at 5 p.m.

MANILA Loosang Fri. 11th June at 3 p.m.

HAIPHONG via Hoihow Taksoang Tues. 15th June at 8 a.m.

S'PORE, Penang & Java Chunsang Tues. 15th June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan,

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometime calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passenger accommodation, sailings from

both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passenger

and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kulat, Jesselton,

Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov.

between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

s.s. "LAISANG" will be despatched on or about 9th June, for SINGAPORE, PENANG via AMOY.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

SHANGHAI Kueikang 10th June at 4 p.m.

SHANGHAI & TSINGTAO Yingchow 12th June at 4 p.m.

H'HOW, P'HOI & H'PHONG Kailong 13th June at 9 a.m.

AMOY, S'HAU & PUKOW Ichang 15th June at 3 p.m.

SHANGHAI Sunning 17th June at noon.

WEIHAIWEI, CHEFOO & TIENTSIN Kueichow 18th June at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (three weekly) and Tsingtao

weekly, taking Cargo on through Bills of Lading to all Yangtze,

and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via Stow

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong June, 9, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

cabin in state-rooms and Saloon and Exe-lent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETU

(Occupying 9 to 10 days.)

Steamships Captain Leaving

Haiching A. H. Stewart FRI. 11th June at 2 p.m.

Hailong J. S. Thomson TUES. 15th June at 2 p.m.

Haiching W. C. Passmore FRI. 14th June at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

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VESSELS ARRIVED.

From Middleboro the CAR-

DIGANSHIRE brought 5,000 tons

of cargo for the North and 1,033

tons for Hongkong.—Mooring

Kowloon Wharf.

The Norwegian vessel HALDIS

consigned here this morning from

Dairen 1,333 tons of beans for the

North and 377 tons for Hongkong.

—Mooring C 15.

The FUSHIMI MARU, an

N. Y. K. boat, arrived yesterday

from Tacoma via Manila with

2,151 tons of milk, copper ingots,

rice, etc. for the Colony and 808

tons of tobacco, hemp etc. She

had on board 43 first-class and

17 second-class passengers.—

Mooring Kowloon Wharf.

From San Francisco the T.K.K.

ENTER PAGE



A Very Modish Effect Produced
by Trailing a Long Feather Backward
Over Crown and Brim



The Enchanting
Masd Muller Type
of Lechhorn.
Trimmed with
Ribbon and
Flowers



They Call
This the Egyptian Turban and it
is the Moment's Craze



There is Uncalculable Style Value in a Trailing Hat Streamer

Designs of the Moment.

The summer hats are trimmed with feathers, some of them, but the really stunning hat now is decked out with feathers or with lace and tulle. Feathers play a large part in the summer's millinery and they are not very foreign to an all-around, but very extreme, Greek dress. Some hats, on long hats, The beautiful hair ornaments made of pearls are pictured. At first glance the hats look much alike, but there is really much difference in the style—as well as they become pretty women. The turban pictured is all black and is made of plain satin and broadened black silk, with wired black lace standing up at front and sides, a black silk cord around the top of the crown, and large tangles of jet beads at either side. There is a fancy one for black and gold brocade turbans with black lace and jet hangings.

100% PLUMS ON SMALL TREES

Another type of feather hat is produced in the rather small number of glossy black Males with a long uncured ostrich plume trailing backward over the crown. Nothing but the long feather on this hat, but the style is distinctly dashing. The feather in this instance is jade coloured and the hat looks well with a black frock. A pale bisque plume would be very stunning instead of the jade tinted one, or a feather in one of the new yellow shades.

The distinction of this hat lies in the handsome quality of the straw shape and the gorgeous feather. It is a model that could not be reproduced in cheap materials but given the hat and the feather almost any woman could trim such a hat for herself.

FLOWERS APPLIED FLATV.

Typical hats of summer time are the big picture shapes trimmed with flowers and ribbon. In one of these hats the single streamer is the principal feature. It is at least two yards long, this streamer, and is finished at the end with a loop.

Notice how flat this hat is on top. The low-rounded crown fits snugly down over the head and

HAT ORNAMENTS LIKE
EARRINGS.

The little Egyptian turbans are different as different can be from the big feather-trimmed models but they are equally correct for formal wear and will doubtless be worn even with light summer frocks, so smart they are and so becoming to certain types of faces. One of these dashing little turbans is pictured. The wired frill of lace standing up from the crown and the dangling bead ornaments at either side are salient features of the so-called Egyptian turban. There is a barbaric suggestion about the long, dangling bead ornaments which have the effect of massive earrings, and these hats become plain women because of the smartness and in-

A veritable Maud Muller hat is the big leghorn model in another picture—a hat that, for youth and beauty! Here again a shirred ribbon under the brim. This ribbon, the band that encircles the crown, and the band that forms a bride strap beneath the chin, are in a lovely shade of matter blue. Flattened out roses in shades of pink and wreaths of pale green leaves are placed against the crown in three groups and in each group is a sprig of heliotrope, also flattened against the crown. The flowers, you see, do not interfere at all with the line of the hat, though quite a generous quantity of blossoms and foliage are used in the trimming.

Purple is exceedingly fashionable in Paris just now, having succeeded jade, which was the colour of colours early in March. All the shades of purple are favoured, from palest lavender to deepest violet, and the mauve and heliotrope tones are especially popular. Small hats of purple straw are trimmed with violets arranged closely in masses on the crown and usually a filmy veil of lace is thrown entirely over the hat trailing down on the shoulders. A very beautiful French hat, is a low, tinfoone hat, completely covered with mauve petals in shades of mauve and heliotrope. A black chantilly veil is draped over the hat, and very shadowing the roses and looking at a very rich effect. A straw hat with crushed roses in rose-yellow tones has a taupe coloured veil.

**AN ORIGINAL
FROCK.**



Pink roses caught between pink stripes and all on dainty dimity forms the material of the above frock. The neck line which is so oddly cut, is finished with ruffles of net. Net again appears to edge the gathered skirt, and a rose coloured satin wash girdle completes the original dress.

JOTTINGS.

THE WANDERING STRIPE.

Stripes that wander at their own sweet will up and down a dainty: summer frock, crossing and re-crossing without any apparent design, are to be seen on some of the more exclusive models of the advance fashions. It does not sound very pretty, but in reality is quite attractive, especially when the stripes are narrow and carried out in two or three soft pastel shades.

THE SHADE FOR THE SHOE

If your suede shoes do not happen to be exactly the shade you would fain have secured, you can do wonders by means of the judicious choice of a cloth-ball. Grey shoes can be converted to whatever tone of mole you may care for by a daily rub-over with a rag covered with the mole powder—a most useful tip in these days when it is so difficult a matter to suit oneself in shape, shade, and size all at once.

STOCKINETTE BOOTS

The summer girl will find a big choice offered her of very charming bathing dresses which combine utility and becomingness. High bathing boots of stockinette to match the costume and laced with the same colour as the trimming are a novelty many of us will welcome. They perform the double duty of protecting the feet and of taking the place of stockings, leaving just the knees bare with a Boy Scout sandal.

EMBROIDERY VERY FASHIONABLE.

MUCH IN DEMAND NOW

Broderie anglaise, or openwork eyelet embroidery, is the vogue now. Like Irish, crochet it has come back with a rush. Collars of fine eyelet embroidery, for wear with tailored spring costumes, are in white or cream tone, and a beautiful collar of this sort in deep ecru tones trimmed a blouse of ecru georgette. Whole frocks are being made of the eyelet embroidery and several lovely models have been noted at winter resorts where the temperature was mild enough to make thin dresses possible. A dainty frock for a young woman had three skirt bounces of eyelet embroidery and a waist of allover embroidery to match with pleated net trim at the round-neckline and on the short sleeves. A sash of American Beauty ribbon matched the roses in a picture hat.

NEW SWEATER STYLES.

The favourite wools for westerners this summer are Shetland and zephyr, although mohair and alpaca are also used. They come in all colours, but the lighter summer shades are preferred. Straight lines are the dominant note this season. Sweaters are in smock effects, with a dash of knitted yarn. The tuxedo style is also very popular. It has no buttons and is held in place by

JOTTINGS.

NEWEST BLOUSES.

Some chic new blouses have been developed in black this season. Black lace and net are used for elaborate blouses of knee length, worn with skirts of satin or silk. Many are made of black georgette or crepe de chine. Black cotton blouses are also very smart. Black organdie blouses are trimmed with collars of white organdie while black dotted Swiss blouses have collars of white batiste. organdie.

SCARF JUMPER.

A new use has been found for the scarf of the moment, of which people are a little tired. The notion comes from one of the smartest shops. A hole is cut in the centre through which you put your head, and then each side is laced up to form quite an ideal jumper. These are to be in vogue all the year, it is said, scarves are to be big again.

Ladies

Hanan Shoes

COMBINE
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GOOD TASTE
AND
ABSOLUTE
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Lautman, Hongkong Hotel,
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U.S.S. Helena, from Shanghai.

Dohehongpaw Dahlung Rice
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from Tientsin.Okadashiro, Matsubara Hotel,
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Queen's Road East, from Amoy.Leon Care, American Con-
sulate (2), from Kobe.

Rustin, from Yokohama.

Petruche, Steamer Africa
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Act. Superintendent.

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1.30 p.m. to 3.30 p.m. Every 15 min.
3.30 p.m. to 5.30 p.m. Every 15 min.
5.30 p.m. to 7.30 p.m. Every 15 min.

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Chief Manager.

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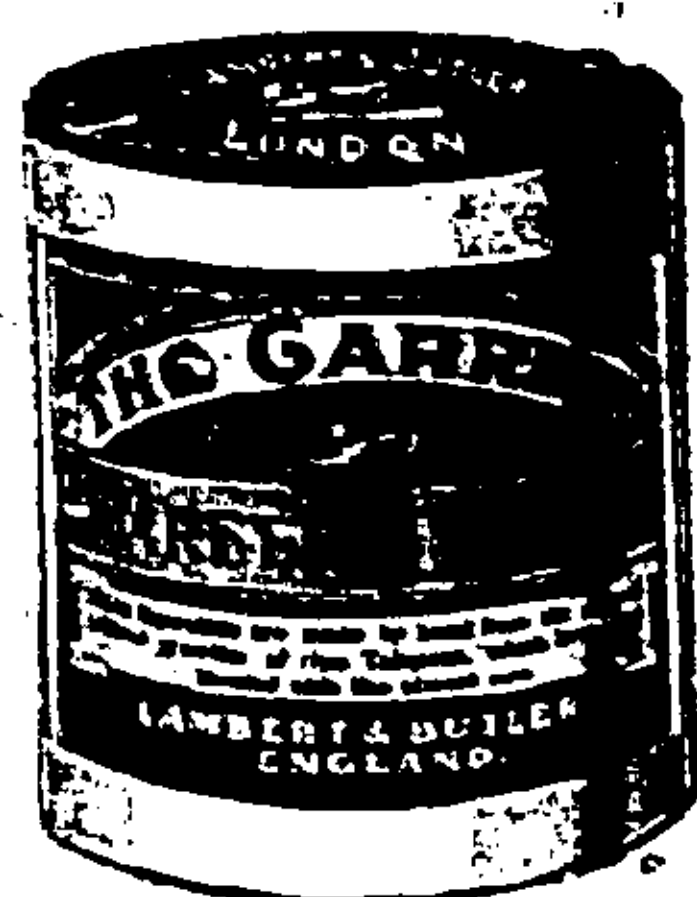
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Hon. Mr. J. J

NOTICES.

THE "GARRICK" CIGARETTES.

Packed
Specially
for the
Eastern
Market.



In
air-tight
tins of
50
Cigarettes.

"GARRICK" CIGARETTES are manufactured from the FINEST
MATURED VIRGINIA LEAF, and therefore a delight to the heavy smoker
without the slightest fear of any disagreeable after effects.

This advertisement is owned by R. H. & A. Tobacco Co., (China) Ltd.

10-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES	
Banks	
H.K. & S. Banks	h. 630 sa. 630 625
Marine Insurances	
Cantons	h. & sa. 400
North China	h. 160
Unions	h. 177 1/2
Yangtze	h. 235
Far Eastern	h. 17 1/2
Fire Insurances	
China Fire	n. 123
H. K. Fire	h. 303
Shipping	
Douglas	h. 82 1/2
H.K. Steamboats	h. 23 1/2
Indos (Pref.)	h. 18
Indos (Def.) L. R.	n. 195
Shells	h. 195 - s. 205
Ferries	n. 23 1/2
Refineries	
Sugars	h. 230
Malabons	h. & sa. 51
Mining	
Kailans	h. 100
Langkats	h. 16
Shanghai Loans	h. 110
Shai Explorations	h. 35
Rauhs	h. 27 1/2
Tronchs	n. 27 1/2
Ural Caspian	n. 27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	h. 36 sa. 85 1/2
K. Docks	h. & sa. 153
Shai Docks	n. 130
N. Engineerings	n. 125
Lands, Hotels & Buildings	
Centrals	h. 106
H.K. Hotels	h. 125
L. Invest.	h. 115
H. phreys Est.	h. 7
K'loon Lands	n. 40
L. Reclamations	n. 140
West Points	h. 51
Cotton Mills	
Kwos	n. 1,627 1/2
Kung Yiks	n. 1,64
Lau Kung Mow	n. 1,210
Oriental	n. 1,350
Shai Cottons	n. 1,43
Yangtzepons	n. 1,43
Miscellaneous	
Cements	h. 7
China Borneo	h. 34 n. 54
Do. Light old	h. 23 1/2
China Providents	h. 18 1/2
Dairy Farms	h. 33
Electric H. E.	h. 23
Electric Macao	h. 7
Hongkong Ropes	h. 5,30 sa. 51 1/2
H. K. Tramways	h. 70 cts.
Peak Trams, old	h. 10
Do. new	h. 12 1/2
Steam Laundries	h. 5,90
Steel Foundries	h. 13
Water-works	h. 13
Watsons	h. 35
Wm. Powells	h. 35
Wisemans	h. 35

NOTICES.

MITSUBISHI SHOKAI KAISHA, LTD.
MITSUBISHI TRADING CO.
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF COAL MINES OF
TALAMINA, OCHI, MUYABE, HESODARE,
GIMHOTO, HOKO, KAMAYATA, SATO,
SHINKEI, KAMATA, KAMITAMADA, BIRAI,
AND OYUBARI.
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AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.
For Particulars Apply to:—
S. SAVEKI, Manager.
No 14, Pedder Street Hongkong.

ENTERTAINMENT.

CORONET Tr. No. 1743.
TO-DAY at 5.15 & 9.15
MARGUERITE CLARK
in
"THE FORTUNES OF FIFI"
in 6 parts.
TO-DAY at 7.15
"ELMO THE MIGHTY"
Episodes 11 & 12

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.
WILLIAM FOX
presents
WILLIAM FARNUM
in
"ROUGH AND READY"
in 6 parts.
at 7.15 p.m.
"THE CARTER CASE"
Episodes nine and ten.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—
THE HONGKONG HOTEL.
HOTEL MANSIONS.
THE REPULSE BAY HOTEL.
J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITKELL,
Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

THE CARLTON HOTEL
(THE ONLY AMERICAN HOTEL IN THE COLONY)
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Centre District. 13 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietors.
Hotel Launch Meets all Steamers.
Telephone 812. **MRS. F. E. CAMEBON.**

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CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
Are resident Managers.

EUROPE HOTEL, SINGAPORE

UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

Printed and Published for the Proprietor, by Alfred M...
11, Ice House Street, in the City of Victoria, Hongkong.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 4 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Japan—Per BOMBAY M. 9th June.
Japan—Per SHINGO M. 9th June.
Straits—Per PENANG M. 9th June.
Shanghai—Per YINGCHOW 9th June.
Straits—Per MADRAS 10th June.
Shanghai and Japan—Per KITANO M. 10th June.
Straits & Calcutta—Per SHIN-VU 12th June.

OUTWARD MAILS.

TO-MORROW.
Shanghai and North China—Per SINKIANG, 10th June, 11 a.m.
Shanghai and North China—Per LOKSANG, 10th June, 11 a.m.
Shanghai North China Japan via Kobe—Per CARDIGAN-SHIRE, 10th June, 11 a.m.
Canada United States Central & South America EUROPE VIA SAN FRANCISCO—Per TAMAHUA, 10th June, Reg. 12.15 p.m. Letters 1 p.m.
Shanghai and North China—Per KUIKIANG, 10th June, 3 p.m.
Swatow, Ningpo, Shanghai and North China—Per CHOY-SANG, 10th June, 5 p.m.

FRIDAY 11TH JUNE.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per KITANO M. 11th June, Reg. 9.45 a.m. Letters 10.30 a.m.
Swatow, Amoy & Foochow—Per HAIKING, 11th June, 12 p.m.

Philippine Islands—Per LOONG-SANG 11th June, 2 p.m.
Shanghai, North China & Japan via Kobe—Per MADRAS, 11th June, 2 p.m.

SATURDAY, 12TH JUNE.

Shanghai and North China—Per YINGCHOW, 12th June, 3 p.m.
Hankow, Pakhoi and Haiphong—Per KAIKONG, 12th June, 3 p.m.

MONDAY, 15TH JUNE.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M. 13th June, 9 a.m.

TUESDAY, 15TH JUNE.

Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA—Per FUSHIMI MARU, 15th June, Reg. 8.45 a.m. Letters 9.30 a.m.

Swatow, Amoy and Foochow—Per HAILOONG, 15th June, 1 p.m.
Amoy, Shanghai & North China—Per ICHANG, 15th June, 2 p.m.

THURSDAY, 17TH JUNE.

Shanghai and North China—Per SUNNING, 17th June, 10 a.m.

FRIDAY, 18TH JUNE.

Shanghai, North China & Japan via Kobe—Per IYOMARU, 18th June, 10 a.m.
Weihaiwei, Chefoo & Tientsin—Per KUEICHOW, 18th June, 3 p.m.

WEDNESDAY, 23RD JUNE.

Philippine Islands, Australia & New Zealand via Thursday Is.—Per TANGO MARU, 23rd June, Reg. 8.45 a.m. Letters 9.30 a.m.

FRIDAY, 25TH JUNE.

Japan via Nagasaki—Per NIK-KO M., 25th June, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per INABA M., 25th June, Reg. 9.45 a.m. Letters 10.30 a.m.

WEATHER REPORT.

June 9d 11h 35m.—No returns from Japan and Vladivostok. Pressure has decreased slightly to moderately at the (w) Bay of stations; a depression over Tong 122.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 8.12 inch. Total since January 1st, 32.67 inches, against an average of 27.96 inches.

FORECAST FOR THE 24 HOURS ENDING AT SUNDAY-MORNING.

District. Forecast.
E. & S.E. Wind.
No clouds; c. 50°; fair.
The same as No. 1.

3 South coast of China be- The same as No. 1.
4 South coast of China be- The same as No. 1.
C. W. JEFFRIES, Director.
Hongkong Observatory, June 9, 1920.

METEOROLOGICAL.

Previous.
Day On date On date.
at 9 a.m. at 6 a.m. at 9 p.m.
29.7 29.65 29.65
Barometer
Temperature 81 73 72
Humidity 76 94 93
Wind Direction E E E
Force 4 3 3
Weather c. 01 01
Rain 0.0 0.0 0.1
Highest open air temperature on the 9th 81
Lowest " " " " " 73
H. K. Observatory, June 9, 1920.
C. W. JEFFRIES, Director.

WEDNESDAY, 30TH JUNE.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Moji, Canada, United States, Central and South America & EUROPE VIA VICTORIA—Per TAJIMA MARU, 30th June, Reg. 8.45 a.m. Letters 9.30 a.m.

THURSDAY, 1ST JULY.

Shanghai, N. C. Japan via Kobe—Per ATSUTA M., 1st July, 10 a.m.

Hongkong, June 9, 1920.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)
SELLING.

T/T	3/8 1/2
Demand	3/8 1/2
30 d/s	3/8 1/2
60 d/s	3/9
4 m/s	3/9 1/2
T/T Shanghai	Nom.
T/T Singapore	159
T/T Japan	139 1/2
T/T India	178
Demand, India	173
T/T San Francisco & New York	72 1/4
T/T Japan	187
T/T Marks	Nom.
T/T France	9.40
Demand, Paris	—

BUYING.

4 m/s. L/C	3/10 1/4
4 m/s. D/P	3/11 1/4
4 m/s. L/C	3/11 1/2
30 d/s. Sydney and Melbourne	3/11 1/4
30 d/s. San Francisco & New York	74
4 m/s. Marks	Nom.
4 m/s. France	10.00
6 m/s. France	10.20
Demand, Germany	—
Demand, New York	72 3/4
T/T Bombay	178
Demand, Bombay	—
T/T Calcutta	178
Demand, Calcutta	—
Demand, Manila	152
Demand, Singapore	159
On Hongkong	Nom.
On Saigon	Nom.
On Bangkok	56 1/4
Sovereign	5.30 Nom.
Gold leaf per Tael	35.20
Bar Silver, ready	48 1/2
forward	48 1/2
Bank of England rates 7 1/2	—
New York/London	3.90

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$2/5 dis.
10 "	\$2/5 dis.
5 "	\$1/1 dis.
Canton subcoins	\$6 11/16 dis.

SOLE AGENTS

Mitsui Bussan Kaisha.

TIDE TABLE.

7th to 13th June 1920.

High Water	Low Water	High Water	Low Water
Time	Time	Time	Time
7th	7th	7th	7th
8th	8th	8th	8th
9th	9th	9th	9th
10th	10th	10th	10th
11th	11th	11th	11th
12th	12th	12th	12th
13th	13th	13th	13th

m morning, a afternoon.